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TITLE 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

[P. P. C. 615, 3d Rev., Amdt. 2]

PART 301—DOMESTIC QUARANTINE NOTICES

SUBPART—MEDITERRANEAN FRUIT FLY

AMENDMENT OF ADMINISTRATIVE INSTRUCTIONS DESIGNATING CERTAIN LOCALITIES AS REGULATED AREA

Pursuant to § 301.78-2 of the regulations supplemental to the Mediterranean Fruit Fly Quarantine (7 CFR Supp. 301.78-2, 21 F. R. 3214) under sections 8 and 9 of the Plant Quarantine Act of 1912, as amended (7 U. S. C. 161, 162), administrative instructions issued as 7 CFR Supp. 301.78-2a (21 F. R. 3216), effective May 16, 1956, as amended effective June 1, 1956, July 7, 1956, July 13, 1956, and December 12, 1956 (21 F. R. 3722, 5032, 5208, and 9787), are hereby further amended by deleting Collier and Hendry Counties, Florida, from the list of civil divisions therein designated as Mediterranean fruit fly regulated area within the meaning of the provisions in this subpart, it having been determined by the Chief of the Plant Pest Control Branch that adequate eradication measures have been practiced in said counties for a sufficient length of time to eradicate the Mediterranean fruit fly infestations therein and that regulation of said counties is not otherwise necessary under § 301.78-2. Intensive survey and trapping activities have been carried on in the counties, but no Mediterranean fruit flies have been found there for a period of three months. Therefore, it is considered safe to release the counties from regulation.

This amendment shall be effective January 9, 1957.

The foregoing amendment relieves restrictions by removing Collier and Hendry Counties, Florida, from the list of civil divisions designated as Mediterranean fruit fly regulated area, thereby permitting interstate movement from these counties of all regulated products, including fruits and vegetables, without restriction under the quarantine. The amendment must be made effective promptly in order to permit such unrestricted movement of regulated products from the counties. Accordingly, under

section 4 of the Administrative Procedure Act (5 U. S. C. 1003), it is found upon good cause that notice and other public procedure with respect to the foregoing amendment are impracticable and contrary to the public interest, and good cause is found for making the effective date thereof less than 30 days after publication in the FEDERAL REGISTER.

(Sec. 9, 37 Stat. 318, 7 U. S. C. 162. Interpretations or applies sec. 8, 37 Stat. 318, as amended; 7 U. S. C. 161)

Done at Washington, D. C., this 4th day of January 1957.

[SEAL]

L. F. CURL,
Acting Chief,
Plant Pest Control Branch.

[F. R. Doc. 57-157; Filed, Jan. 8, 1957;
8:52 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Civil Air Regs., Amdt. 43-3]

PART 43—GENERAL OPERATION RULES

AIRWORTHINESS CERTIFICATION OF FOREIGN AIRCRAFT OPERATED IN UNITED STATES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 3d day of January, 1957.

Section 43.10 of Part 43 of the Civil Air Regulations permits the Administrator to exempt foreign aircraft, authorized by him to be flown in the United States, from compliance with certain requirements applicable to domestic civil aircraft. The language of this section of Part 43 was originally predicated on the provisions of section 6 (c) of the Air Commerce Act of 1926 (as amended prior to August 8, 1953) which authorized the Administrator to issue special permits for foreign aircraft to be navigated in the United States. Since the amendment of August 8, 1953, divested the Administrator of such authority and vested it in the Board under section 6 (b) of the Air Commerce Act, it is considered advisable to revise § 43.10 and delete the obsolete provisions.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 2952),

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and due consideration has been given to all relevant matter presented.	
In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR Part 43, as amended) effective February 7, 1957.	
By amending § 43.10 to read as follows:	
§ 43.10 <i>Aircraft requirements.</i> (a) No aircraft shall be operated unless an appropriate and valid airworthiness certificate or special flight permit, and a registration certificate issued to the owner of the aircraft, are carried in the aircraft.	
(b) No aircraft shall be operated except in accordance with the operating limitations prescribed by the certifying authority of the country of registry.	
(c) No aircraft, except foreign aircraft, shall be operated unless it is identified in accordance with the requirements of Part 1 of this subchapter.	
(d) No aircraft, except foreign aircraft, shall be operated unless there is available in the aircraft appropriate aircraft operating limitations set forth in a form and manner approved by the Administrator or a current Aircraft Flight Manual approved by the Administrator.	

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 610, 52 Stat. 1007, 1009, 1012, as amended; 49 U. S. C. 551, 553, 560)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 57-158; Filed, Jan. 8, 1957;
8:52 a. m.]

[Civil Air Regs., Amdt. 44-1]

PART 44—FOREIGN AIR CARRIER
REGULATIONS

AIRWORTHINESS CERTIFICATION AND RE-
STRICTIONS ON MAXIMUM WEIGHTS FOR
CATEGORIES OF USE

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 3d day of January 1957.

Presently effective Part 44 provides that foreign aircraft shall not be operated in the United States at weights in excess of the weights established by the country of manufacture. To preclude any uncertainty as to the eligibility of certain aircraft to qualify under the maximum weight limitations prescribed under United States airworthiness requirements, the language of this amendment relates clearly the weight limitations to categories of use. The effect of this amendment will be that airplanes which have been manufactured in the United States but have not been certificated, for example, in the transport category and, therefore, for which no maximum weight has been established in that category, may not, although presently registered and certificated in foreign countries, qualify for operation in the United States in the transport category until operating weights have been established in accordance with transport category limitations. This policy is consistent with the resolution on aircraft weights adopted at the Council of the International Civil Aviation Organization Meeting on March 8, 1949, which acknowledged the right of the country of manufacture to set the maximum weights applicable to foreign registered and certificated aircraft which may be flown over such country of manufacture.

A note is being inserted after § 44.3 calling attention to Part 190 of the Civil Air Regulations, the provisions of which govern the operation for ferrying purposes of an aircraft whose certificate of airworthiness is invalidated due to damage to the aircraft or a change in its nationality.

Interested persons have been afforded an opportunity to participate in the making of this amendment (21 F. R. 2952), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 44 of the Civil Air Regulations (14 CFR Part 44, as amended) effective February 7, 1957.

1. By amending § 44.3 to read as follows:

§ 44.3 *Airworthiness and registration certificates.* Foreign aircraft shall carry

aboard currently effective certificates of registration and airworthiness issued or rendered valid by the country of registry and shall display the nationality and registration markings of that country. Foreign aircraft shall not be operated in the United States except in accordance with the limitations on maximum certificated weights prescribed or authorized for the particular variation of the type and for the particular category of use, by the country of manufacture of the aircraft type involved.

2. By adding a note following § 44.3 to read as follows:

NOTE: The applicable provisions of Part 190 of the Civil Air Regulations govern the operation for ferrying purposes of an aircraft whose certificate of airworthiness is invalidated due to damage to the aircraft or a change in its nationality.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 610, 1102, 52 Stat. 1007, 1012, 1026, as amended; 49 U. S. C. 551, 560, 672)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 57-159; Filed, Jan. 8, 1957;
8:52 a. m.]

[Civil Air Regs., Amdt. 190-2]

PART 190—AUTHORIZATION OF NAVIGATION
OF FOREIGN CIVIL AIRCRAFT WITHIN
UNITED STATES

AIRWORTHINESS CERTIFICATION AND RE-
STRICTIONS ON MAXIMUM WEIGHTS FOR
CATEGORIES OF USE

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 3d day of January 1957.

Foreign civil aircraft operated in the United States in accordance with Part 190 of the Civil Air Regulations are required to carry on board currently effective certificates of airworthiness issued or rendered valid by the country of registry. If the certificate of airworthiness becomes invalid because of damage to the aircraft, or for other reasons, it may be operated within the United States only upon special authorization of the Board in accordance with § 190.70. However, normal processing of such authority may on occasion unduly delay the ferrying of a foreign civil aircraft.

The Civil Air Regulations presently provide that the Administrator may issue special flight permits for civil aircraft of the United States which do not currently meet airworthiness standards but are found to be capable of safe flight. A special flight permit is intended to authorize the flight of an aircraft to a base where repairs or alterations are to be made, or to permit the delivery or export of the aircraft. This amendment authorizes the Administrator, under the same conditions, to issue special flight permits, for ferrying purposes, for foreign civil aircraft which have been damaged or which have had their certificates of airworthiness invalidated because of a change in nationality. It will be noted that the provisions of this amendment

are consistent with Annex 8 to the Convention on International Civil Aviation to the extent that the country of registry will determine whether an aircraft is damaged to such an extent as to invalidate its airworthiness certificate.

Presently effective § 190.23 of Part 190 provides that foreign aircraft shall not be operated in the United States at weights in excess of the weights established by the country of manufacture. To preclude any uncertainty as to the eligibility of certain aircraft to qualify under the maximum weight limitations prescribed under United States airworthiness requirements, the language of that section is hereby amended to relate clearly the weight limitations to categories of use. The effect of this change will be that airplanes which have been manufactured in the United States but have not been certificated, for example, in the transport category and, therefore, for which no maximum weight has been established in that category, may not, although presently registered and certificated in foreign countries, qualify for operation in the United States in the transport category until operating weights have been established in accordance with transport category limitations. This policy is consistent with the resolution on aircraft weights adopted at the Council of the International Civil Aviation Organization Meeting on March 8, 1949, which acknowledged the right of the country of manufacture to set the maximum weights applicable to foreign registered and certificated aircraft which may be flown over such country of manufacture.

Interested persons have been afforded an opportunity to participate in the making of these amendments (21 F. R. 2952), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 190 of the Civil Air Regulations (14 CFR Part 190, as amended) effective February 7, 1957.

1. By amending § 190.20 by deleting the period at the end of the section and inserting a semicolon in lieu thereof, and by adding the following:

§ 190.20 *Airworthiness and registration certificates.* * * * *Provided, however,* That in cases covered by paragraphs (a) and (b) of this section a special flight permit issued by the Administrator in accordance with §§ 1.76 and 1.77 of this subchapter may be carried onboard the aircraft in lieu of such certificate of airworthiness:

(a) It has been determined by the country of registry that the aircraft has been damaged to the extent that the airworthiness certificate is invalidated and the aircraft is to be flown to a place where repairs or alterations are to be made, or

(b) The certificate of airworthiness issued for the aircraft has been invalidated by the country of registry due to a change in nationality and such aircraft is intended to be navigated in the United States in transit to the new country of registry.

2. By amending § 190.23 to read as follows:

§ 190.23 *Maximum weights and categories of use.* Foreign aircraft shall not be operated in the United States except in accordance with the limitations on maximum certificated weights prescribed or authorized for the particular variation of the type and for the particular category of use, by the country of manufacture of the aircraft type involved.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 6, 44 Stat. 572, as amended; 49 U. S. C. 176)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 57-160; Filed, Jan. 8, 1957;
8:52 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6620]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

L. B. C. WATCH CASE CO.

Subpart—*Misbranding or mislabeling:*
§ 13.1185 *Composition*; § 13.1295 *Quality or grade.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Michael Campaiola and Morris Lamm d. b. a. L. B. C. Watch Case Co., New York, N. Y., Docket 6620, December 20, 1956]

In the Matter of Michael Campaiola and Morris Lamm, Individually and as Copartners, Trading and Doing Business as L. B. C. Watch Case Co.

This proceeding was heard by a hearing examiner on the complaint of the Commission, charging a partnership of two individuals in New York City with misbranding watch cases of 13½ karat fineness which they manufacture, by marking them on the back with the phrase "14 K".

Following entry of a consent order, the hearing examiner made his initial decision and order to cease and desist which became, on December 20, the decision of the Commission:

The order to cease and desist is as follows:

It is ordered, That respondent Michael Campaiola and Morris Lamm, individually and as copartners, trading and doing business as L. B. C. Watch Case Co., or under any other name, and their agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of any articles composed in whole or in part of gold or any alloy of gold in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from: Stamping, branding, engraving, or marking any article with any phrase or mark such as 14 K, or otherwise representing, directly or by implication, that the whole or a part of

any article is composed of gold or an alloy of gold of a designated fineness, unless the article or part thereof so marked or represented is composed of gold of the designated fineness within the permissible tolerances established by the National Stamping Act (15 U. S. Code, section 294, et seq.).

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: December 20, 1956.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 57-132; Filed, Jan. 8, 1957;
8:47 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[FCC 57-24]

[Docket No. 11824; Rules Amdt. 8-21]

PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

CERTAIN RADIOTELEPHONE INSTALLATIONS

In the matter of amendment of Part 8 of the Commission's rules for the purpose of implementing Title III, Part III of the Communications Act with regard to radiotelephone installations required to be installed on board certain United States vessels carrying more than six passengers for hire.

1. Notice of Proposed Rule Making in the above-entitled matter was issued by the Commission on September 24, 1956 (21 F. R. 7456), and the final date for filing of comments has passed.

2. Comments in this proceeding were filed by three individuals who owned or operated small vessels carrying fishing parties for hire and by the following organizations:

- (a) Southern California Sportfishing Association;
- (b) Golden Gate Sportfishers Association;
- (c) National Party Boat Owners Alliance, Inc.
- (d) General Electric Company;
- (e) Connecticut Boatman's Association;
- (f) West Coast Marine Council;
- (g) Pye Corporation of America.

3. Most of the comments were by or in behalf of owners of relatively small vessels that carry sport fishing passengers for hire, and were in opposition to the proposed requirement of § 8.545 (a) (1) (iii) that the required medium-frequency radiotelephone transmitter have a power output of at least 25 watts. Reasons given for opposing this requirement are in substance as follows:

(a) A large proportion of the vessels affected, particularly sport fishing vessels, have transmitters with less than 25 watts antenna power, and therefore the proposed rule could be complied with only by replacement of many existing transmitters which would cost in the order of \$600 for each such replacement.

(b) One comment alleged that structural changes would have to be made on many vessels to accommodate the 25 watt equipment. It was also alleged that the cost of complying with these radiotelephone requirements together with complying with new Coast Guard regulations would force many boat-for-hire operators out of business.

(c) In the case of a specific vessel, 10 watts was cited as adequate to meet all requirements.

(d) Compelling vessels to install higher power will increase interference. To alleviate present congestion in the 2 Mc phone band, it was proposed that a maximum power of 25 watts be established, and a plan involving reassignment of frequencies was suggested.

(e) In connection with the Commission's proposed 25 watt output power requirement, it was suggested by the National Party Boat Owners Alliance that in the field it is more practical to ascertain the input power than the output power.

4. The following specific recommendations and suggestions for modification of the proposed rules with respect to power of medium frequency radiotelephone equipment were made in the comments:

(a) The Southern California Sportfishing Association suggested an antenna power of 10 watts as being more consistent with what is presently installed.

(b) The West Coast Marine Council suggested a minimum power of 10 watts for existing installations and 25 watts for new installations.

(c) The Golden Gate Sportfishers Association, Inc., suggested that present equipment be permitted to remain in use and that new sets being licensed be required to meet the 25 watt antenna power requirement.

(d) The National Party Boat Owners Alliance, Inc., suggested a rule specifying no minimum power but which would require that the medium frequency radiotelephone installation must be capable of communicating with the Coast Guard on 2182 kc and capable of communicating on other working frequencies assigned by the Commission including frequency(s) necessary to communicate with public coast station(s) in the area.

5. It is apparent that the principal objection to the proposed 25-watt requirement for medium-frequency radiotelephone equipment is that it would necessitate replacement of much of the existing equipment resulting in substantial expense to the owners of small vessels. There is, however, no information furnished which would support a conclusion that the existing installations are in general adequate as to power for all safety purposes. The proposal of the National Party Boat Owners Alliance, Inc. that no minimum power be specified

does not appear susceptible of equitable enforcement, due to the lack of a definite standard for the guidance of both boat owners and Commission enforcement personnel. While replacement of some existing low-powered equipment with 25-watt equipment may tend to increase interference in the 2 Mc ship bands, as suggested in the comments, it would not appear to be feasible to establish a maximum power of 25 watts for all ships nor to reassign frequencies to increase the effectiveness of the relatively low-powered transmitters now installed in some vessels subject to the new requirements. With regard to the suggestion that input power may be more readily measured in the field, it is explained that the output power was selected as a standard in the proposed rules because output power is a more reliable indication of the actual merit of a radio installation and past experience has indicated that it can be measured in the field without substantial difficulty.

6. In the light of the comments and considerations stated above the Commission believes that the proposed rules should be modified to reduce the burden on vessel owners with respect to immediate replacement of existing equipment, and at the same time provide that the proposed 25 watt requirement shall eventually be met. In finalizing the rule with respect to power of medium-frequency equipment (§ 8.545 (a) (1) (iii)) the Commission has specified that equipment installed prior to March 1, 1957 must be capable of a power output of at least 10 watts and equipment installed on or after that date must have an output power of at least 25 watts, provided, that after June 1, 1963 all equipment must be capable of at least 25 watts output power. The 1963 date specified above coincides with one of the dates specified in section 8.139 of the rules with respect to type acceptance and will provide more than five years for amortization of equipment already installed. Where 10 watts is acceptable, this minimum power must be maintained at all times, even when, under § 8.545 (a) (3) (i), the operating voltage deviates within permissible limits.

7. Two comments were received with respect to the proposed 25-watt output power requirement when VHF is used (§ 8.545 (a) (2) (iii)). The General Electric Company suggested a 20-watt minimum in lieu of the proposed 25-watt minimum because of a design problem. It was explained that two output tubes of the type most suitable would be required to meet the 25-watt requirement whereas only one tube would be required to meet a 20-watt requirement. Apparently this reduction would result in more reliable equipment and a lesser cost for maintenance. The Pye Corporation of America, while making no objection as such to the proposed 25-watt VHF power requirement, invited attention to a recommendation of the VIIIth CCIR, Warsaw 1956, that in the case of VHF FM equipment operated on 156.8 Mc and neighboring frequencies, the output power of the ship's transmitter should generally not exceed 20 watts. In con-

sideration of the comments of the General Electric Company, and because a reduction of 20 percent in antenna power of this order of magnitude should not cause any significant reduction in VHF signal strength or VHF distance range, the Commission has reduced the minimum power from 25 to 20 watts in finalizing § 8.545 (a) (2) (iii).

8. Comments dealing with other than transmitter power were as follows:

(a) The National Party Boat Owners Alliance, suggested a rule requiring that where batteries are used as a source of power for the radiotelephone installation, they shall be placed in such a position that they will not be contaminated by bilge water of the vessel, and in no case shall they be stowed below the center line of the crankshaft of the engine. In finalizing the rules a requirement substantially as proposed by this comment has been included in § 8.545 (a) (3) (i).

(b) The National Party Boat Owners Alliance, in response to the Commission's request for comments on classes of vessels which should be exempted, suggested that ferry boats and other boats operated wholly within inland waters, although adjacent or contiguous to the open sea, may be exempted; it was also suggested that when filing for exemption the application should be accompanied by a section of a map or chart of the area involved. No other comments were received upon the subject of exemptions. It is not considered that sufficient information has been obtained at this time upon which to base a class exemption. The suggestion with respect to the map or chart is being considered in connection with a modification of the exemption application form.

(c) The General Electric Company opposed the requirements of proposed § 8.545 (a) (7) that a device be provided in the transmitter for continuous visual indication that the transmitter is supplying radio frequency power to the antenna. This company recommended that the requirement be deleted because such a device would present an extra cost which would in no way enhance the quality of the communication system and because it would not contribute directly to safety. The Commission does not agree that such a device would not serve a safety need. While it is recognized that such a device does not in itself provide a complete indication as to the proper functioning of the transmitter, the indicator will provide a fairly simple and reliable means by which a non-technical operator could immediately determine whether the transmitter is radiating energy. Such a determination is important in time of distress due to collision or storm when antenna failures may occur. For the reason stated this rule is finalized as proposed.

9. In view of the foregoing, it is ordered, Pursuant to the authority contained in sections 303 (n) and (r) of Part I and Part III of Title III of the Communications Act of 1934, as amended, that effective March 1, 1957, Part 8 of the Commission's rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303)

Adopted: January 3, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

1. Section 8.46 is amended by designating the existing text thereof as paragraph (a) and adding a new paragraph (b) to read as follows:

(b) Pursuant to section 385 of the Communications Act (and in accordance with § 8.501 (b)), a ship of the United States which, by reason of the provisions of Part III of Title III of the Communications Act is required to be fitted with a radiotelephone installation for safety purposes shall, at least once in each 24-month period, be made available by the owner or operating agency of the ship for a detailed inspection of the ship's radiotelephone installation. A formal application, FCC Form 812, "Application for Periodical Inspection (Title III, Part III of the Communications Act)", for such inspection and issuance of a Communications Act Safety Radiotelephony certificate shall be filed with the Commission's Engineer in Charge of the radio district office nearest the desired port of inspection at least 3 days prior to the date on which such inspection is desired. The application shall be filed by the shipowner, the ship operating agency, the ship station licensee, or the shipmaster.

2. Section 8.49 (a) is amended to read as follows:

(a) In accordance with the provisions of section 352, subsections (b) and (c), or section 383 of the Communications Act and/or the appropriate provisions of the Safety Convention (Regulations 5 and 6 of Chapter IV of the Regulations annexed to the Safety Convention of 1948) application for exemption from the radio equipment and operator requirements of Part II or Part III of Title III of the said Communications Act and/or the said Safety Convention, or application for modification or renewal of exemption previously granted thereunder, may be made by submitting FCC Form 820, "Application for Exemption", to the Commission at Washington, D. C. In cases of emergency found by the Commission, the Commission may, at its discretion, consider an informal application which should include the full information normally furnished on FCC Form 820.

3. Section 8.152 is amended by the addition of a new paragraph (e) to read as follows:

(e) Each vessel of the United States transporting more than six passengers for hire, which is required by Part III of Title III of the Communications Act to be equipped with a radiotelephone installation and not exempted therefrom by the Commission, shall, for safety purposes, carry at least one qualified operator holding an operator's license

issued by the Commission which is appropriate for the purpose under Part 13 of this chapter.

4. Section 8.202 is amended by adding a new paragraph (d) to read as follows:

(d) Each vessel of the United States transporting more than six passengers for hire which is required by Part III of Title III of the Communications Act to be equipped with a radiotelephone installation and not exempted therefrom by the Commission shall, while being navigated in waters specified by section 381 of Part III of Title III, keep a continuous and efficient listening watch on the frequency 2182 kc for the reception of class A3 emission if fitted with equipment for operation in the 2000-3500 kc band for the purpose of meeting radiotelephone requirements of law, or on the frequency 156.8 Mc for the reception of class F3 emission if fitted with equipment for operation in the 152-162 Mc band for this purpose, whenever the radiotelephone installation is not being used to transmit on the listening channel as herein designated or to transmit or receive on any other channel authorized for maritime mobile services. Such listening watch shall be performed by at least one officer or member of the crew of the vessel who, if not the master, has been designated by the master to perform this listening watch. The master or the person designated by the master may simultaneously perform other duties relating to the operation or navigation of the vessel, provided such other duties do not interfere with the effectiveness of this listening watch.

5. Section 8.501 is amended by redesignating paragraphs (b), (c), and (d) as (c), (d), and (e) and inserting a new paragraph (b) as follows:

(b) In accordance with § 8.101 (a) and pursuant to section 385 of the Communications Act, every vessel of the United States subject to Part III of Title III of said Act shall have a periodical inspection by the Commission of the equipment and apparatus prescribed therein not less than once every 24 months. If after such inspection the Commission determines that all relevant provisions of Part III of Title III of the Communications Act, the rules of the Commission made pursuant thereto, and the station license, are complied with in an efficient manner, a Communications Act Safety Radiotelephony certificate will be issued. The issuance date of Communications Act Safety Radiotelephony certificates shall be the date the installation is found by the Commission to be in compliance, or not later than one business day following such in-compliance date. Such certificates shall be issued for a period of not more than 24 months.

6. Immediately following § 8.541 insert the following subtitle and sections:

RADIOTELEPHONE INSTALLATIONS ON SHIPS
SUBJECT TO PART III OF TITLE III OF THE
COMMUNICATIONS ACT

§ 8.543 *Radiotelephone installations.* A radiotelephone installation required to be provided on a vessel of the United States by reason of the provisions of

Part III of Title III of the Communications Act, shall comply in an efficient manner with §§ 8.544, 8.545, 8.546, 8.547 and 8.548 in addition to all other applicable requirements of this part.

§ 8.544 *Certificates.* Each vessel of the United States to which Part III of Title III of the Communications Act is applicable shall, not later than March 1, 1958, have on board and posted in a prominent and accessible place in the vessel a valid Communications Act Safety Radiotelephony certificate as prescribed by § 8.501 (b) of this part.

§ 8.545 *General technical requirements.* (a) The components and assembly of each radiotelephone installation required by Title III, Part III of the Communications Act, shall be such as to insure safe and effective operation of the equipment and shall be arranged to facilitate proper repair and replacement of parts. Adequate protection shall be provided against the action of saline moisture and the effects of vibration, humidity, and temperatures encountered on shipboard. In particular, the components named hereunder shall meet specific requirements as follows:

(1) *Medium frequency transmitter and receiver.* Except under special circumstances as set forth in subparagraph (2) of this paragraph, the radiotelephone installation shall meet the following requirements:

(i) It shall be capable of being used for the effective transmission and reception of class A3 emission on the international calling and distress frequency 2182 kc, the ship-to-ship working frequency 2638 kc, and at least one ship-shore working frequency within the band 1600-3500 kc enabling communication with a public coast station serving the region in which the ship is operated, during the entire time the vessel is navigated in waters specified by section 381 of Title III, Part III of the Communications Act.

(ii) The transmitter shall be capable of proper technical operation with peak modulation percentage between 75 and 100 percent and shall be so adjusted that the transmission of speech normally produces peak modulation within these limits.

(iii) The radiotelephone transmitter shall have a power output of not less than 10 watts if installed in the vessel prior to March 1, 1957, and a power output of not less than 25 watts if installed on or after that date. After June 1, 1963, the radiotelephone transmitter shall have a power output of not less than 25 watts regardless of installation date. The required power specified herein is measured when no modulation is present. The transmitting apparatus shall be considered to be capable of meeting this power requirement when it is properly adjusted for use with a ship station transmitting antenna meeting requirements of this section and has been demonstrated or is of a type which has been demonstrated to the satisfaction of the Commission as capable, with normal operating voltages applied, of delivering not less than the required power on each of the frequencies 2182 kc and 2638 kc into an artificial antenna consisting of a

series network of 10 ohms effective resistance and 200 micromicrofarads capacitance; *Provided*, That if a type demonstration has been made, an individual demonstration of the power capability of the transmitting apparatus of any individual radiotelephone installation as normally installed on board ship may be required to determine whether it complies with these power requirements.

(2) *Very high frequency transmitting and receiving equipment.* If a vessel is within communication range of a public coast station operating in part or entirely on frequencies within the band 152-162 Mc which is in service and maintains an efficient watch for the reception of class F3 emission on the frequency 156.8 Mc at all times while the vessel is navigated in waters specified by section 381 of Part III of Title III, and the vessel while so navigated is never more than 20 nautical miles from a 156.8 Mc receiving location of such station, such vessel may alternatively employ very high frequency transmitting and receiving equipment in lieu of the medium frequency equipment specified in subparagraph (1) of this paragraph. Such alternative equipment shall meet the following requirements:

(i) The equipment shall be capable of being used for the effective transmission and reception of class F3 emission on the frequencies 156.3 Mc, 156.8 Mc, and on the working frequency 157.3 or 157.4 Mc as necessary for communication with one or more public coast stations serving the area in which the vessel is navigated.

(ii) The transmitter shall be capable of proper technical operation with peak modulation percentage between 75 and 100 percent and shall be so adjusted that the transmission of speech normally produces peak modulation within these limits. The frequency deviation with 100 percent modulation applied shall not exceed 15 kc.

(iii) The radiotelephone transmitter shall have a power output of at least 20 watts. The transmitter shall be considered to be capable of meeting this power requirement when it is properly adjusted for use with a ship station transmitting antenna meeting the requirements of these rules and has been demonstrated or is of a type that has been demonstrated to the satisfaction of the Commission as capable, with normal operating voltages applied, of delivering not less than 20 watts unmodulated radio frequency carrier power into 50 ohms effective resistance on each of the frequencies 156.8 Mc, 156.3 Mc, and either of the frequencies 157.3 Mc or 157.4 Mc: *Provided*, That if a type demonstration of the power capability of the transmitting apparatus of any individual radiotelephone installation as normally installed on board ship may be required to determine whether it complies with these power requirements.

(3) *Power supply.* (i) There shall be readily available for use at all times under normal load conditions while the vessel is navigated in waters specified by section 381 of Part III of Title III and when required during inspection of the ship radiotelephone station by an authorized representative of the Commission, a main source of energy capable

of supplying electrical power sufficient to energize simultaneously and efficiently the radiotelephone transmitter at its required power, and the required receiver. At all times hereinabove specified the potential of the main source of energy at the power input connections of the radiotelephone installation shall not deviate from its rated electrical potential by more than 10 percent on vessels the construction of which is completed on or after March 1, 1958, nor more than 15 percent on vessels completed before that date: *Provided*, That radiotelephone output power in the medium frequency band under either of these conditions shall not be less than 10 watts when such output power is applicable to a transmitter installed before March 1, 1957. In the case of a vessel of more than 100 gross tons, the keel of which was laid after March 1, 1957, an emergency source of energy independent of the vessel's normal electrical system shall be provided and shall be located in the upper part of the ship, unless the main source of energy is so located, in which case an emergency source of energy is not required. The emergency source of energy, when required, shall be located as near to the radiotelephone transmitter and receiver as is practicable. A source of energy shall be deemed to be located in the upper part of the ship when it is located on the same deck as the wheel house or at least one deck above the vessel's main deck. When batteries are used as either a main or emergency source of energy for the radiotelephone installation they shall be placed in such a position that they will not be contaminated by bilge water of the vessel, and in no case shall they be installed below the center line of the crankshaft of any inboard propulsion engine.

(ii) Each emergency source of energy and each main source of energy which is provided in order to comply with the power supply requirements of this section and which consists of or includes batteries shall, with respect to such batteries, have sufficient reserve capacity available at all times while the ship is navigated in waters specified by section 381 of Part III of Title III and during Commission inspections to permit operation of the radiotelephone installation for at least 3 hours continuously under normal working conditions. If directed by the Commission or its authorized representative, the ship owner, operating company, or station licensee shall prove this capacity by means of a discharge test over the 3-hour period of time when supplying power at the voltage required for normal and effective operation, to an electrical load as prescribed by subdivision (iv) of this subparagraph, or by such other means as may be deemed necessary.

(iii) Each emergency source of energy which is provided in order to comply with the power supply requirements of this section and which consists of or includes an engine-driven generator shall, with respect to such engine-driven generator, have sufficient reserve fuel available at all times while the ship is navigated in waters specified by section 381

of Part III of Title III and during Commission inspections to permit operation of the radiotelephone installation for at least 3 hours continuously under normal working conditions. If directed by the Commission or its authorized representative, the ship owner, operating company, or station licensee shall prove the adequacy of the fuel supply by demonstration or by such other means as may be deemed necessary. Proof of the adequacy of the engine fuel supply to operate the unit continuously and effectively over the 3-hour period of time may be established by using as a basis the fuel consumption during a continuous period of 1 hour when supplying power at the voltage required for normal and effective operation, to an electrical load as prescribed by subdivision (iv) of this subparagraph.

(iv) The electrical load to be supplied by a main or an emergency source of energy under the provisions of subdivision (ii) or (iii) of this subparagraph shall be computed as the sum of all loads to which it may supply energy in times of emergency or distress. The radiotelephone transmitting apparatus shall be regarded as having an intermittent power demand amounting in the aggregate to 1½ hours.

(v) At the conclusion of the test specified in subdivisions (ii) and (iii) of this paragraph, no part of the main or emergency sources of energy shall have an excessive temperature rise, nor shall the specific gravity or voltage of any storage battery be below the 90 percent discharge point as determined from information (such as voltage curves or specific gravity tables) supplied by the manufacturer of the type of battery involved.

(vi) Means shall be provided on board the vessel for adequately charging any storage batteries used as a main or emergency source of energy or any part thereof, for the required radiotelephone installation. There shall be provided a device which, during charging of the batteries, will give a continuous indication of the rate and polarity of such charging.

(vii) The cooling system of each internal combustion engine used as a part of any required emergency source of energy for the radiotelephone installation shall be adequately protected or treated to prevent freezing or overheating consistent with the season and route to be traveled by the particular vessel involved.

(viii) All required power-supply circuits shall be appropriately protected by means of suitable devices such as fuses or circuit-breakers from overloads or short circuits which could damage any component thereof.

(ix) Use of the emergency source of energy, when such emergency source is required by subdivision (i) of this subparagraph, shall be available within one minute after any need arises for its use.

(4) *Radiating system.* In each radiotelephone installation an antenna shall be provided in accordance with the applicable requirements of § 8.107 which is as nondirectional and as efficient as is practicable for the transmission and reception of radio ground waves over seawater. The installation and construction

of this antenna shall be such as to insure, insofar as is practicable, proper operation in time of an emergency.

(5) *Electric light.* Unless the vessel is navigated during daylight hours only, a reliable electric light shall be provided and permanently arranged so as to illuminate satisfactorily the operating controls at the principal operating location. When the principal operating location is in the room from which the vessel is steered, the light shall be so arranged that its illumination is confined substantially to the vicinity of the operating controls so that it may be used at night without interfering with navigation of the vessel. The light shall be energized from the main source of energy, and, if an emergency source of energy for the radiotelephone installation is required, means shall be provided for energizing the light from such source of energy also.

(6) *Loudspeaker.* One or more loudspeakers capable of effective operation at all speech frequencies from 300 to 2500 cycles per second shall be provided so as to permit telephone reception at the principal operating location and at any other location where listening required by § 8.202 (d) is performed.

(7) *Antenna radio frequency indicator.* Transmitters installed after June 1, 1958, and all transmitters after June 1, 1960, regardless of installation date, shall be equipped with a device which will provide continuous visual indication that the transmitter is supplying radio frequency power to the antenna, either directly or through the medium of a transmission line.

(8) *Protective devices.* The radiotelephone installation shall be adequately protected by suitable devices, such as fuses or circuit breakers, from excessive currents and voltages which could cause damage to the components thereof.

(9) *Nameplate.* A durable nameplate shall be mounted on the radiotelephone transmitting and receiving equipment or shall be made an integral part thereof. When the transmitter and receiver comprise a single unit, one nameplate shall be sufficient. The nameplate shall show at least the following:

- (i) The name of the manufacturer;
- (ii) The type or model number.

§ 8.546 *Sensitivity of receiving equipment.* Any receiving equipment provided as part of the required radiotelephone installation shall be capable of a sensitivity on any required reception frequency of at least 50 microvolts in the case of medium frequency equipment and 1 microvolt in the case of very-high-frequency equipment. Sensitivity of the receiver is expressed as the radio frequency signal in microvolts modulated 30 percent at 400 cycles per second which must be delivered to the antenna terminals of the receiving apparatus through a suitable artificial antenna in order to produce an audio output of 50 milliwatts of power to the loudspeaker with a signal-to-noise ratio of at least 6 decibels. Evidence of a manufacturer's rating or a demonstration of the sensitivity of a required receiver computed upon this basis shall be furnished upon request of a Commission representative.

§ 8.547 *Location of radiotelephone installation.* (a) The requirements set out in this section apply only to vessels of more than 100 gross tons.

(b) The radiotelephone transmitter, receiver, and all controls necessary for their proper use and operation, shall be located in the upper part of the ship. For this purpose, the upper part of the ship shall be considered to include locations at wheel house level or those which are at least one deck above the vessel's main deck. If the principal operating location is not in the room from which the vessel is normally steered or not in a room adjacent to and opening directly into such room, an interior two-way voice communication system including an attention signalling system shall be provided between such room and the principal operating location. In the case of radiotelephone installations fitted on board a vessel after March 1, 1957, the principal operating location shall be in the room from which the vessel is normally steered.

§ 8.548 *Control of radiotelephone installations.* (a) The provisions of paragraph (b) of this section apply only to vessels of more than 100 gross tons. The provisions of paragraph (c) of this section apply to all vessels subject to Title III, Part III of the Communications Act, regardless of tonnage.

(b) If the radiotelephone installation is operated from any other position than

the principal operating location, it shall always be possible to take control of the operation of the radiotelephone installation at the principal operating location as follows:

(1) Except as provided in subparagraph (2) of this paragraph, a method shall be provided for taking control at the principal operating location as herein prescribed which is direct, positive, and independent of action by any person who is not at the principal operating location.

(2) The use of an interior shipboard communication system between the principal operating location and all other locations at which there is a radiotelephone operating position shall be acceptable as a method for taking control at the principal operating location as herein prescribed on condition that the communication thereby is reliable, effective, immediately available at all times, and is usable independently of any other interior communication circuit: *Provided*, That in the case of radiotelephone installations first placed in service on or after March 1, 1957, the use of such a method for taking control at the principal operating location shall be acceptable only in the case of those radiotelephone operating positions located in the chart room or master's quarters.

(c) The radiotelephone installation shall be so designed that, when a qualified

operator is present at the principal operating location, switching between required frequencies from such location may be performed within a period of five seconds and changeover from transmission to reception and vice versa may be accomplished within a total period of two seconds under circumstances which do not require a change in operating radio channel at the same time. The receiver shall be capable of accurate and convenient selection of the required frequencies without manual tuning, i. e., it shall be pre-set for reception on each of the required frequencies. This shall not preclude the use of a separate manually tunable receiver if provided for maintaining the required watch as a part of the required radiotelephone installation.

§ 8.549 *Test of the radiotelephone installation.* Unless the normal use of the radiotelephone installation required by Title III, Part III of the Communications Act demonstrates that the equipment is in proper operating condition for an emergency, a test communication for the purpose shall be made by a qualified operator each day the vessel is navigated. When this test is performed by some person other than the master and the equipment is found not to be in proper operating condition for an emergency, the master shall be notified promptly thereof.

[F. R. Doc. 57-143; Filed, Jan. 8, 1957; 8:49 a. m.]

PROPOSED RULE MAKING

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 3]

[Docket No. 11877; FCC 57-12]

TELEVISION BROADCAST STATION;
VANCOUVER, WASH.

TABLE OF ASSIGNMENTS

In the matter of amendment of § 3.606 *Table of assignments*, Television Broadcast Station (Vancouver, Washington); Docket No. 11877.

1. Notice is hereby given that the Commission has received a conflicting petition in the above-entitled matter.

2. The Commission has before it for consideration the petition of Altru Broadcasting Company, Longview, Washington, filed December 5, 1956, requesting the institution of rule making so as to amend § 3.606 of the Commission's rules and regulations to assign Channel 2 to Longview, Washington, in lieu of Channel 33.

3. On November 29, 1956, the Commission issued a Notice of Proposed Rule Making (FCC 56-1184) proposing to assign Channel 2 to Vancouver, Washington, in response to a petition filed by KVAN, Inc. Since Vancouver and Longview are only 35 miles apart, the two proposals are conflicting and we believe we should consider them at the same

time. Since the time for filing comments in the outstanding proceeding has run, it is believed that a Notice of Further Proposed Rule Making would be appropriate.

4. Any interested party who is of the view that the proposal by petitioner should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before February 1, 1957, a written statement setting forth his comments. Comments supporting the proposed amendments may also be filed on or before the same date. Comments in reply to original comments may be filed within 10 days from the last date for filing said original comments. No additional comments may be filed unless (1) specifically requested by the Commission or (2) good cause for the filing of such additional comments is established.

5. In accordance with the provisions of § 1.764 of the rules, an original and 14 copies of all written comments should be furnished the Commission.

Adopted: January 3, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,

Secretary.

[F. R. Doc. 57-144; Filed, Jan. 8, 1957; 8:50 a. m.]

[47 CFR Part 3]

[Docket No. 11896; FCC 57-11]

RADIO BROADCAST SERVICES

PROTECTION BEYOND NORMALLY PROTECTED CONTOURS OF STANDARD BROADCAST STATIONS

In the matter of amendment of § 3.182 (c) and (v), protection beyond normally protected contours of Standard Broadcast Stations; Docket No. 11896.

1. Notice is hereby given of rule making in the above-entitled matter.

2. Section 3.182 of the Commission's rules governing standard broadcast stations provides, in pertinent part, that when it is shown that primary service is rendered by any station beyond its normally protected contour, and primary service to approximately 90 percent of the population served with an adequate signal in the area between the normally protected contour and the contour to which the station actually serves is not supplied by any other station or stations carrying the same general program service, the contour to which protection may be afforded will be determined from the individual merits of the particular case under consideration. The Commission has reviewed the above rules which afford greater protection from interference to stations providing "unique program serv-

ice" and has concluded that they serve no useful purpose. These provisions are too vague and indefinite to be of any assistance in the filing and processing of applications for broadcast facilities and give rise to much uncertainty as to the protection to be afforded to and by broadcast stations. They provide no criteria for judging what constitutes the "same general program service" under the rule. Under these circumstances the Commission believes the public interest would be served by their deletion.

3. In light of the above it is proposed to delete the present text of § 3.182 (c) and to substitute the word "Reserved" and to delete the first sentence of Footnote 1 to the Table contained in § 3.182 (v).

4. Any interested party who is of the view that the proposed amendments should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before February 1, 1957, a written statement setting forth his comments. Comments supporting the proposed amendment may also be filed on or before the same date. Comments in reply to original comments may be filed within 10 days from the last date for filing said original comments. No additional comments may be filed unless (1) specifically requested by the Commission or (2) good cause for filing of such additional comments is established.

5. Authority for the adoption of the proposed amendments is contained in sections 4 (i), 303 (b), (c), (d), (f), (g), (h) and (r), and 307 (b) of the Communications Act of 1934, as amended.

6. In accordance with the provisions of § 1.764 of the rules an original and 14 copies of all comments shall be furnished to the Commission.

Adopted: January 3, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-145; Filed, Jan. 8, 1957;
8:50 a. m.]

[47 CFR Part 3]

[Docket No. 11897; FCC 57-13]

TELEVISION BROADCAST STATIONS;
CHATTANOOGA, TENN.-ROME, GA.

TABLE OF ASSIGNMENTS

In the matter of amendment of § 3.606 Table of assignments, Television Broadcast Stations (Chattanooga, Tenn.-Rome, Ga.); Docket No. 11897.

1. Notice is hereby given of rule making in the above-entitled matter.

2. The Commission has under consideration the amendment of the television Table of Assignments, contained in § 3.606 of the Commission's rules and regulations, to shift Channel 9 from

No. 6—2

Rome, Georgia, to Chattanooga, Tennessee, as follows:

City	Channel No.	
	Present	Proposed
Chattanooga, Tenn. Rome, Ga.	3+, 12-, 43+, 49+ *55, 9, 59	3+, 9, 12-, 43, 49+, *55, 59

3. We are of the view that the proposed amendment would serve the public interest by making more effective use of the spectrum; that it would permit the extension of additional television service to a more extensive area and population, and that the proposed channel change would conform to the Commission's rules. The utilization of Channel 9 at Chattanooga will not deprive Rome of television service since that area receives a multiplicity of services from stations in Atlanta, Chattanooga and Birmingham, and it would insure the continuation of Channel 9 service in the Rome area and provide a greatly needed third local service in the larger community of Chattanooga.

4. Any interested party who is of the view that the proposed amendment should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before February 1, 1957, a written statement setting forth his comments. Comments supporting the proposed amendment may also be filed on or before the same date. Comments in reply to original comments may be filed within 10 days from the last date for reply to original comments. No additional comments may be filed unless (1) specifically requested by the Commission or (2) good cause for the filing of such additional comments is established.

5. Authority for the adoption of the amendment proposed herein is contained in sections 4 (i), 301, 303 (c), (d), (f), (r), 307 (b) and 316 (a) of the Communications Act of 1934, as amended.

6. WROM-TV, Incorporated, is presently authorized to operate on Channel 9 at Rome, and the rule making proposed herein would shift this frequency to Chattanooga. In the event the Commission decides to amend the rules as proposed, the Commission will determine what further steps should be taken in light of this outstanding authorization.

7. In accordance with the provisions of § 1.764 of the rules, an original and 14 copies of all written comments and statements shall be furnished the Commission.

Adopted: January 3, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-146; Filed, Jan. 8, 1957;
8:50 a. m.]

[47 CFR Part 10]

[Docket No. 11898; FCC 57-22]

PUBLIC SAFETY RADIO SERVICES

LICENSING OF MEDICAL SCHOOLS IN SPECIAL EMERGENCY RADIO SERVICE UNDER CERTAIN CONDITIONS

In the matter of amendment of Part 10, § 10.453, of the Commission's rules governing the Public Safety Radio Services so as to allow medical schools to be licensed in the Special Emergency Radio Service under certain conditions; Docket No. 11898.

1. Notice is hereby given of Proposed Rule Making in the above-entitled matter.

2. The present wording of § 10.453 of the Commission's rules restricts the licensing of physicians and veterinarians in the Special Emergency Radio Service to individual physicians and veterinarians and makes no provision for the licensing of schools of medicine, including schools of veterinary medicine.

3. The Commission has received several applications for licenses in the Special Emergency Radio Service from schools of veterinary medicine which have regular practices in rural areas. These schools allege that they carry on their rural practices for teaching purposes utilizing licensed veterinarians who are employees of the school. These applicants have pointed out that the Commission's present rules are such as to allow licensed veterinarians in the employ of the schools to obtain licenses in the Special Emergency Radio Service when assigned to conduct such rural practices. It has been further pointed out that this procedure, while allowing the schools to obtain the desired radio communications, is frequently unsatisfactory since there may be changes in personnel assigned to the rural practices. In such event, licenses must be obtained by the newly assigned veterinarians.

4. Therefore, the Commission proposes to amend § 10.453 of its rules governing the Public Safety Radio Services so as to provide that the term "physician or veterinarian", as used therein, encompasses schools of medicine, including schools of veterinary medicine.

5. The proposed amendment, authority for which is contained in sections 4 (i) and 303 of the Communications Act of 1934, as amended, is set forth below.

6. Any interested party who is of the opinion that the proposed amendment should not be adopted, or should not be adopted in the form set forth herein, may file with the Commission on or before February 4, 1957, a written statement or brief setting forth his comments. Comments in support of the proposed amendment may also be filed on or before the same date. Comments or briefs in reply to original comments may be filed within ten days from the last day for filing original comments or briefs. No additional comments may be filed unless (1) specifically requested by the

Commission, or (2) good cause for the filing of such additional comments is established. The Commission will consider all such comments that are submitted before taking action in these matters and, if any comments appear to warrant the holding of a hearing or oral argument, a notice of the time and place of such hearing or oral argument will be given.

7. In accordance with the provisions of § 1.764 of the Commission's rules and regulations, an original and fourteen copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: January 3, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

Section 10.453 (a) is proposed to be amended by adding a new subparagraph to read as follows:

(3) As used in this part, the term "physician or veterinarian" shall be construed to mean individual physicians or veterinarians and schools of medicine, including schools of veterinary medicine.

[F. R. Doc. 57-147; Filed, Jan. 8, 1957;
8:50 a. m.]

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

NOTICE OF PROPOSED WITHDRAWAL AND RESERVATION OF LANDS

JANUARY 2, 1957.

The Department of Air Force has filed an application, Serial No. Fairbanks 013666, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining and mineral leasing laws. The applicant desires the land for "Nike" air defense site.

For a period of 60 days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned official of the Bureau of Land Management, Department of the Interior, Box 480, Anchorage, Alaska.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

FAIRBANKS MERIDIAN

T. 1 S., R. 1 E.,
Sec. 34, W $\frac{1}{2}$ W $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 33, N $\frac{1}{2}$.
Containing 360 acres.

L. T. MAIN,
Acting Operations Supervisor.

[F. R. Doc. 57-126; Filed, Jan. 8, 1957;
8:46 a. m.]

National Park Service

[Mammoth Cave National Park Order 1]

ASSISTANT SUPERINTENDENT AND
ADMINISTRATIVE OFFICER

DELEGATION OF AUTHORITY TO EXECUTE AND APPROVE CERTAIN CONTRACTS

SECTION 1. Assistant Superintendent. The Assistant Superintendent may execute and approve contracts not in excess of \$50,000 for construction, supplies, equipment, or services in conformity with applicable regulations and statutory authority and subject to availability of appropriations. This authority may be exercised by the Assistant Superintendent in behalf of any office or area under the supervision of the Superintendent of Mammoth Cave National Park.

Sec. 2. Administrative Officer. The Administrative Officer may execute and approve contracts not in excess of \$10,000 for construction, supplies, equipment, or services in conformity with applicable regulations and statutory authority and subject to availability of appropriations. This authority may be exercised by the Administrative Officer in behalf of any office or area under the supervision of the Superintendent of Mammoth Cave National Park.

(National Park Service Order No. 14, Amendment 6, May 15, 1956 (21 F. R. 3332, May 19, 1956), amending Section 1 (f), and Region One Order No. 3, March 8, 1956 (21 F. R. 1493))

[SEAL] PERRY E. BROWN,
Superintendent,
Mammoth Cave National Park.

[F. R. Doc. 57-127; Filed, Jan. 8, 1957;
8:46 a. m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

OKLAHOMA

DESIGNATION OF AREA FOR PRODUCTION EMERGENCY LOANS

For the purpose of making production emergency loans pursuant to section 2 (a) of Public Law 38, 81st Congress (12 U. S. C. 1148a-2 (a)), as amended, it has been determined that in all counties in Oklahoma except those 14 counties in which the special credit program for the Great Plains area was authorized on September 15, 1955, a production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Pursuant to the authority set forth above, production emergency loans will not be made in the counties referred to above after December 31, 1957, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D. C., this 4th day of January 1957.

[SEAL] EARL L. BUTZ,
Acting Secretary.

[F. R. Doc. 57-137; Filed, Jan. 8, 1957;
8:48 a. m.]

DEPARTMENT OF COMMERCE

Maritime Administration

OCEANIC STEAMSHIP CO.

NOTICE OF APPLICATION

Notice is hereby given of the application of The Oceanic Steamship Company for written permission of the Maritime Administration under section 805 (a) of the Merchant Marine Act, 1936, as amended, 46 U. S. C. 1223, to permit its parent organization, the Matson Navigation Company, to operate the "SS Lurline" on one round voyage carrying passengers and their automobiles from San Francisco and Los Angeles to Acapulco, said voyage to commence on or about December 22, 1957. Passengers will be given the option of disembarking with their automobiles at a California port other than that port at which they embarked for this voyage.

Any person, firm or corporation having any interest in such application and desiring a hearing on issues pertinent to section 805 (a) should, within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, notify the Secretary, Maritime Administration, and file petition for leave to intervene in accordance with the rules of practice and procedure.

If no request for hearing and petition for leave to intervene is received within the specified time, the application will be processed without a hearing.

Dated: January 3, 1957.

By order of the Maritime Administrator.

JAMES L. PIMPER,
Secretary.

[F. R. Doc. 57-162; Filed, Jan. 8, 1957;
8:52 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 2746 et al.]

RAILWAY EXPRESS AGENCY, INC.; INVESTIGATION

NOTICE OF HEARING

In the matter of the investigation of requests of the Railway Express Agency, Inc., to act as an international air freight forwarder and to handle air freight as an agent of certain direct air carriers.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, that public hearing in the above-entitled proceeding is assigned to be held on January 29, 1957, at 10:00 a. m., e. s. t., in room E-224, Temporary Building No. 5, 16th Street and Constitution Avenue, NW., Washington, D. C., before Examiner Edward T. Stodola.

The above-entitled matter has been ordered for public hearing by Civil Aeronautics Board Order No. E-10401, adopted on June 22, 1956. For further information regarding the scope of this proceeding, interested parties are referred to said Order No. E-10401 and to the report of prehearing conference in this matter, served on November 2, 1956, each of which documents is on file with the Docket Section, Civil Aeronautics Board, Washington, D. C.

Notice is further given that any person not a party of record desiring to be heard in this proceeding must file with the Board, on or before January 29, 1957, a statement setting forth the matters of fact or law that he desires to advance.

Dated at Washington, D. C., January 3, 1957.

[SEAL]

FRANCIS W. BROWN,
Hearing Examiner.

[F. R. Doc. 57-161; Filed, Jan. 8, 1957;
8:52 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-45]

DAYSTROM NUCLEAR DIVISION OF
DAYSTROM, INC.

NOTICE OF APPLICATION FOR UTILIZATION FACILITY LICENSE

Please take notice that on December 11, 1956, Daystrom Nuclear Division of Daystrom, Inc., Elizabeth, New Jersey, filed an application under section 104 of the Atomic Energy Act of 1954 for a license to construct and operate a nuclear reactor in the vicinity of Princeton, New Jersey. The application states that the facility for which a license is requested is described in Report ANL-5552, Argonne National Laboratory, entitled "A Generalized Reactor Facility for Nuclear Technology Training and Research By D. H. Lennox and B. I. Spinard, March, 1956".

A copy of the application is available for public inspection in the AEC Public Document Room located at 1717 H Street NW., Washington, D. C.

Dated at Washington, D. C. this 20th day of December 1956.

For the U. S. Atomic Energy Commission.

FRANK K. PITTMAN,
Deputy Director.

Division of Civilian Application.

[F. R. Doc. 57-124; Filed, Jan. 8, 1957;
8:45 a. m.]

[Docket No. F-1]

ARMOUR RESEARCH FOUNDATION OF
ILLINOIS INSTITUTE OF TECHNOLOGY

NOTICE OF ISSUANCE OF AMENDMENT NO. 1 TO LICENSE R-3 TO OPERATE UTILIZATION FACILITY

On November 15, 1956, Armour Research Foundation of Illinois Institute of Technology, Chicago, Illinois, filed application for amendment to its License R-3 dated June 12, 1956, to operate its research reactor, (1) to increase the amount of special nuclear material Armour is authorized to receive under the license and (2) to alter the gas flow system to eliminate the stoichiometric volume of hydrogen and oxygen in the entrainment eliminator.

The increase in fuel is required because criticality tests have indicated that a larger critical mass was required for operation at 10 kilowatts than originally estimated. The alterations to the gas flow system consist of:

1. Moving the gas inlet line from the top of the overflow chamber to the bottom of this chamber, and

2. Installing a cooling manifold around the overflow chamber and cooling coils just above the entrainment eliminator and around the inner sleeve.

For further details see the application for license amendment at the Commission's Public Document Room, 1717 "H" Street, NW., Washington, D. C.

It has been determined that the alterations described do not constitute a material alteration to the facility and a construction permit will not be required under § 50.91 of 10 CFR 50. It has further been determined that the changes will contribute to greater safety of operation and no changes in operating restrictions are necessary.

Therefore, on December 7, 1956, amendment No. 1 to License R-3 was issued as follows:

1. Paragraph 1.b (1) as it now appears is amended to read:

(1) 1500 grams of contained uranium 235 in uranyl sulfate solution as fuel for operation of the facility.

2. Paragraph 2 as it now appears is amended to read:

2. This license applies to the nuclear reactor which is owned by the Foundation and located at Chicago, Illinois, and described in the Foundation's application dated January 7, 1955, as amended November 12, 1956.

The AEC will direct the holding of a formal hearing if a request therefor is filed within thirty days in accordance with § 2.102 (a) of the Commission's rules of practice (10 CFR 2).

Dated at Washington, D. C. this 17th day of December, 1956.

Date of issuance: December 7, 1956.

For the Atomic Energy Commission.

H. L. PRICE,
Director.

Division of Civilian Application.

[F. R. Doc. 57-125; Filed, Jan. 8, 1957;
8:45 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 10268 etc., FCC 57-6]

WJR, THE GOODWILL STATION, INC., ET AL.

ORDER SCHEDULING HEARING

In re applications of WJR, The Goodwill Station, Inc., Flint, Michigan, Docket No. 10268, File No. BPCT-967; Trebit Corporation, Flint, Michigan, Docket No. 10269, File No. BPCT-968; W. S. Butterfield Theatres, Inc., Flint, Michigan, Docket No. 10270, File No. BPCT-953; for construction permits for new television stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 2d day of January, 1957;

The Commission having under consideration its previous order herein designating this case for further hearing and

the desirability of concluding this proceeding as soon as possible;

It appearing, That the further hearing should be undertaken even though pending interlocutory pleadings have not been disposed of;

It is ordered, That the taking of testimony in this proceeding shall commence on January 7, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL]

MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-148; Filed, Jan. 8, 1957;
8:50 a. m.]

[Docket Nos. 11621, 11892; FCC 57M-6]
LAS VEGAS BROADCASTERS, INC. (KLAS)
AND PALM SPRINGS BROADCASTING CORP.
(KCMJ)

NOTICE OF PRE-HEARING CONFERENCE

In re applications of Las Vegas Broadcasters, Inc. (KLAS), Las Vegas, Nevada, Docket No. 11621, File No. BP-8528; Palm Springs Broadcasting Corp. (KCMJ), Palm Springs, California, Docket No. 11892, File No. BP-10359; for construction permits.

Notice is hereby given that pursuant to §§ 1.813 and 1.841 of the Commission's rules, a pre-hearing conference in the above-entitled proceeding will be held in the offices of this Commission, Washington, D. C., at 10:00 o'clock a. m., on Friday, February 1, 1957.

Dated this 3d day of January 1957.

FEDERAL COMMUNICATIONS

COMMISSION,

[SEAL]

MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-149; Filed, Jan. 8, 1957;
8:50 a. m.]

[Docket No. 11685, etc., FCC 57-2]

POLK RADIO, INC., ET AL.

MEMORANDUM OPINION AND ORDER AMENDING ISSUES

In re application of Polk Radio, Incorporated, Lakeland, Florida, Docket No. 11685, File No. BP-10136; Duane F. McConnell, Winter Haven, Florida, Docket No. 11686, File No. BP-10400; E. D. Covington, Jr., Winter Garden, Florida, Docket No. 11813, File No. BP-10571; for construction permits.

1. The Commission has under consideration: (1) a petition to enlarge the issues in the above-entitled proceeding, filed by Polk Radio, Incorporated (Polk), on September 25, 1956; (2) an opposition thereto filed jointly by Duane F. McConnell (McConnell) and E. D. Covington, Jr. (Covington), on October 4, 1956; (3) an opposition filed by the Commission's Broadcast Bureau on October 10, 1956; and (4) a reply to oppositions filed by Polk on October 15, 1956.

2. This proceeding involves (a) the application of Polk Radio, Incorporated, Lakeland, Florida, requesting a construc-

tion permit to operate on 1330 kilocycles with a power of 1 kilowatt, daytime only; (b) the application of Duane F. McConnell, Winter Haven, Florida, requesting a construction permit to operate on 1320 kilocycles with a power of 500 watts, daytime only; and (c) the application of E. D. Covington, Jr., Winter Garden, Florida, requesting a construction permit to operate on 1330 kilocycles with a power of 500 watts, daytime only. McConnell and Covington are individual applicants herein and, together with Robert S. Taylor, are equal partners in the Coastal Broadcasting Company (Coastal), licensee of Station WONN, Lakeland, Florida (1230 kilocycles, 250 watts, unlimited time).

3. On October 4, 1955, Coastal filed an application for standard broadcast facilities at Winter Haven, Florida, requesting a construction permit to operate on 1320 kilocycles, 500 watts, daytime only. The petitioner, Polk, filed its application for facilities at Lakeland, Florida, on October 5, 1955. Thereafter, on February 24, 1956, Coastal requested dismissal of its application without prejudice. This was granted on February 28, 1956. Also on February 24, 1956, McConnell filed his application for a construction permit to establish a standard broadcast station in Winter Haven, Florida. This application requested the same frequency, power, and hours of operation as that formerly sought by Coastal. On May 11, 1956, Covington filed an application for a construction permit to establish a standard broadcast station in Winter Garden, Florida.

4. The operations which McConnell and Covington propose would not cause interference to each other, but they are mutually exclusive with the operation proposed by Polk. Because of this problem of interference, the McConnell, Polk, and Covington applications have been designated for a consolidated hearing.

5. In the pleading here considered, Polk alleges that the McConnell and Covington applications were filed for the purpose of blocking, or impeding, a grant of the Polk application; thereby seeking to prevent additional competition to Station WONN. Polk's petition is supported by an affidavit wherein Mr. W. H. Martin (Martin), President of Polk Radio, Incorporated, alleges, among other things, that about September 22, 1955, McConnell told him that WONN was interested in keeping further competition out of Lakeland; that McConnell had attempted to have Martin file an application which would block the application which a Mr. Brannen had filed for facilities at Lakeland; that, in this connection, McConnell offered to "engineer" Martin's application without cost to Martin; and that McConnell and Martin did do some work on such an application but that Martin finally abandoned this effort, and did not file such an application.

6. In light of the allegations made, the Commission is of the opinion that, in this instance, the petitioner has made a reasonable showing which justifies enlargement of the issues as requested, and that, in order to obtain all pertinent evidence, the added issue should pertain

to the filing of both the McConnell and Covington applications.

Accordingly, it is ordered, That the above-entitled petition of Polk Radio, Incorporated, to enlarge the issues is granted with respect to the filing of the application herein of E. D. Covington, Jr., and that the Commission, on its own motion, similarly enlarges the issues herein with respect to the filing of the application of Duane F. McConnell; and

It is further ordered, That, in view of the above action and the action taken by the Commission on this date upon another petition enlarging issues in this proceeding, the issues in the above-entitled proceeding are amended to read as follows:

1. To determine the areas and populations which would receive primary service from each of the proposed operations, and the availability of other primary service to such areas and populations.

2. To determine whether a grant of the applications of Duane F. McConnell and/or of E. D. Covington, Jr., might result in undue concentration of control of broadcast facilities in contravention of the provisions of § 3.35 of the Commission's rules in view of the offices which each holds, and the ownership interest which each has in Coastal Broadcasting Company, licensee of Radio Station WONN in Lakeland, Florida.

3. To determine whether the respective applications of Duane F. McConnell and E. D. Covington, Jr., were filed in good faith or whether they were filed for the purpose of impeding, obstructing or delaying a grant of the application of Polk Radio, Incorporated.

4. To determine in the light of Section 307 (b) of the Communications Act of 1934, as amended, which of the operations proposed in the above-mentioned applications would best provide a fair, efficient and equitable distribution of radio service.

5. To determine, in the light of the evidence adduced pursuant to the foregoing issues, which, if any, of the applications should be granted.

Adopted: January 2, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-150; Filed, Jan. 8, 1957;
8:51 a.m.]

[Docket No. 11685 etc., FCC 57-3]

POLK RADIO, INC., ET AL.

MEMORANDUM OPINION AND ORDER
AMENDING ISSUES

In re applications of Polk Radio, Incorporated, Lakeland, Florida, Docket No. 11685, File No. BP-10136; Duane F. McConnell, Winter Haven, Florida, Docket No. 11686, File No. BP-10400; E. D. Covington, Jr., Winter Garden, Florida, Docket No. 11813, File No. BP-10571; for construction permits.

1. The Commission has before it for consideration a petition to enlarge issues

filed May 18, 1956, by Polk Radio, Inc., Lakeland, Florida, opposition to subject petition filed May 28, 1956, by Duane F. McConnell, Winter Haven, Florida; and a reply to the opposition thereto filed June 5, 1956, by Polk Radio, Inc.

2. Polk Radio, Inc., requests the Commission to enlarge the issues to include the following:

4. To determine whether the respective 2 mv/m contours of the proposed operation of Duane F. McConnell at Winter Haven, Florida, and of Radio Station WONN in Lakeland, Florida, in which Duane F. McConnell holds a one-third interest and the office of Secretary-Treasurer, will overlap.

5. To determine whether a grant to Duane F. McConnell, one-third owner and Secretary-Treasurer of Coastal Broadcasting Company, licensee of Radio Station WONN in Lakeland, Florida, as well as its Business Manager and Chief Engineer, might result in undue concentration of control of broadcast facilities or violate the multiple ownership rule.

3. In support of its petition, Polk Radio alleges that Duane F. McConnell is a one-third owner as well as the Secretary-Treasurer, Business Manager, and Chief Engineer of Station WONN, Lakeland, Florida; that there would be an overlap of the 0.5 mv/m contours of Station WONN and the proposed Winter Haven station; that the overlap would constitute an area of 170 square miles; that 7795 persons, or approximately 17 percent of the population within the Winter Haven's proposed 0.5 mv/m contour, would receive duplicate coverage from these two stations; and that approximately one-third of the area lying within Winter Haven's proposed 0.5 mv/m contour already receives service from Station WONN at Lakeland. It further contends that, although it is not shown that there would be an overlap of the 2 mv/m contour of Station WONN with that contour of the proposed Winter Haven station, measurements, which Station WONN had previously taken in connection with its application to improve its broadcast facility, show that the conductivity in the northerly direction from Lakeland to be higher than that indicated on the Commission's ground conductivity map, i. e., 3 to 4 instead of 2 mmhos/meters; and that, from these facts, it is reasonable to assume that the 2 mv/m contours of Stations WONN at Lakeland, and Duane F. McConnell's proposed station at Winter Haven may, in fact, overlap if correct measurements were taken.

4. Duane F. McConnell opposes the petition on the grounds that the petition is not supported by an engineering affidavit; that a showing has not been made that probative evidence can be adduced on the matters alleged; that the request for the technical issue concerning the possible overlap of the 2 mv/m contours of Station WONN and McConnell's proposed station is not supported in any way by the petition; and that, based upon conductivity values shown on the Commission conductivity map, there would be no overlap of the 2 mv/m contours.

5. With respect to requested Issue 5 above relating to a question of concentration of control of broadcast facilities and violation of the multiple ownership

rule, Duane McConnell contends that this issue is necessarily based upon the question of an overlap of the 2 mv/m contours of the proposed station and Station Wonn; that the Commission has held in a long line of cases that overlap of the 0.5 mv/m contours is not disabling especially where, as here, there is no overlap of the 2 mv/m contours; and that, since it is clear that there is no overlap of the 2 mv/m contours and that, in consequence thereof, neither Station Wonn nor the proposed station at Winter Haven will serve the other's community, the question of multiple ownership or the concentration of control of broadcast facilities becomes meaningless. McConnell also contends that, although he has a one-third ownership of Station Wonn, the Winter Haven operation will be separate and distinct from Station Wonn, with no program duplication; and that a study of the proposed programming schedule reveals that there is no similarity whatsoever between that of the proposed stations and that of Station Wonn.

6. In reply, Polk Radio contends that it is the Commission's policy to use actual data as revealed by field intensity measurements wherever possible in preference to the figures set out on the ground conductivity map; that a study of such measurements on file with the Commission and actually taken by the licensee of Station Wonn in connection with another application reveals a different and higher conductivity than that set out on the Commission's ground conductivity map; and that it is therefore probable that, if measurements were taken from Lakeland in the direction of the proposed Winter Haven site and from Winter Haven toward the Wonn site at Lakeland, such measurements would likewise reveal a higher conductivity and show that there would be an overlap of the 2 mv/m contours of Wonn and the proposed operation. Polk asserts that, where a question of possible overlap arises, it is the policy of the Commission to place this issue in question and to impose the burden of taking measurements upon the applicants.

7. Since McConnell is a one-third partner and an officer of Station Wonn the Commission is requested by Polk Radio to enlarge the issues which would permit an inquiry into the possible overlap of the 2 mv/m contours of McConnell's proposed station and Station Wonn and as to whether a grant of McConnell's application might result in undue concentration of control of broadcast facilities. In addition, it is to be noted that the third applicant in this proceeding, E. D. Covington, Jr., is also a one-third owner and an officer of Station Wonn and an applicant for a standard broadcast station in Winter Garden, Florida, 40 miles northeast of Lakeland; and that the Winter Garden proposal is mutually exclusive, because of co-channel interference, with Polk Radio's proposal in Lakeland but not with McConnell's at Winter Haven (39 miles south of Winter Garden) which is an adjacent channel proposal. Thus in view of the joint ownership interest of E. D. Covington, Jr. and Duane F. Mc-

Connell in Station Wonn, the overlap of the 0.5 mv/m contours of Station Wonn and McConnell's proposed station, and the relative locations of McConnell's and Covington's proposed operations to Lakeland, the Commission is of the opinion that Polk Radio's petition requesting enlargement of issues should be granted insofar as it requests an issue to inquire into the question of concentration of control of broadcast facilities by Duane F. McConnell, in contravention of Section 3.35 of the Rules. The Commission is also of the opinion that on its own motion the issues should be enlarged to permit an inquiry into the same question with respect to the application of E. D. Covington, Jr.

8. The Commission is urged by Polk Radio that the locations of the 2 mv/m contours of Wonn and the proposed operation of McConnell should be established by measurements and that the burden of taking the measurements should be placed upon McConnell. In this connection, it may be pointed out that an overlap of the 2 mv/m contours would not, per se, preclude a grant of McConnell's application as implied by Polk Radio and would not necessarily constitute a contravention of § 3.35¹ of the Commission's rules. The Commission is of the opinion that no sufficient or valid reasons have been advanced by Polk Radio which would justify the Commission requiring McConnell to make and submit measurements to show the extent, if any, of the overlap of the 2 mv/m contours. Under the circumstances such as here, the Commission has not heretofore required such measurements. However, under the issues as herein enlarged, a showing with respect to all pertinent contours may be made, and should Polk Radio desire to make

¹ Section 3.35 reads as follows:

Multiple ownership. No license for a standard broadcast station shall be granted to any party (including all parties under common control) if: (a) Such party directly or indirectly owns, operates or controls another standard broadcast station, a substantial portion of whose primary service area would receive primary service from the station in question, except upon a showing that public interest, convenience and necessity will be served through such multiple ownership situation; or (b) such party, or any stockholder, officer or director of such party, directly or indirectly owns, operates, controls or has any interest in, or is an officer or director of any other standard broadcast station if the grant of such license would result in a concentration of control of standard broadcasting in a manner inconsistent with public interest, convenience, or necessity. In determining whether there is such a concentration of control, consideration will be given to the facts of each case with particular reference to such factors as the size, extent and location of areas served, the number of people served, classes of stations involved and the extent of other competitive service to the areas in question. The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest, convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven standard broadcast stations.

and submit its own measurements to show something different than McConnell's, it will not be precluded from doing so.

In view of the foregoing: *It is ordered*, That the issues in this proceeding are enlarged to include the following:

To determine whether a grant of the applications of Duane F. McConnell and/or of E. D. Covington, Jr. might result in undue concentration of control of broadcast facilities in contravention of the provisions of § 3.35 of the Commission's rules in view of the offices which each holds, and the ownership interest which each has in Coastal Broadcasting Company, licensee of Radio Station Wonn in Lakeland, Florida.²

Adopted: January 2, 1957.

Released: January 4, 1957.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-151; Filed, Jan. 8, 1957;
8:51 a. m.]

[Docket Nos. 11789, 11790; FCC 56M-1168]

TRADEWINDS BROADCASTING CO. (WCBQ)

ORDER CONTINUING HEARING

In re applications of M. R. Lankford, tr/as The Tradewinds Broadcasting Company (WCBQ), Sarasota, Florida, Docket No. 11789, File No. BP-10370; for construction permit to replace expired construction permit and Docket No. 11790, File No. BMP-6920, for modification of construction permit.

It is ordered, This 28th day of December 1956, on the Chief Hearing Examiner's own motion and with the consent of all interested parties, that hearing in the above entitled proceeding, which has been scheduled for January 9, 1957, is continued to January 29, 1957.

Released: December 28, 1956.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-152; Filed, Jan. 8, 1957;
8:51 a. m.]

[Mexican Change List 198]

MEXICAN BROADCAST STATIONS

LIST OF CHANGES, PROPOSED CHANGES, AND CORRECTIONS IN ASSIGNMENTS

NOVEMBER 29, 1956.

Notification under the provisions of Part III, section 2 of the North American Regional Broadcasting Agreement.

List of changes, proposed changes, and corrections in assignments of Mexican Broadcast Stations modifying the ap-

² As to the numbering of this issue, see Memorandum Opinion and Order, Mimeo 3978 FCC 57-2, released this date with regard to another petition in this proceeding.

pendix containing assignments of Mexican Broadcast Stations (Mimeograph 47214-6) attached to the recommenda-

tions of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941.

Call Letters	Location	Power kw	Antenna	Schedule	Class	Probable date of change or commencement of operation
XEFX	Guaymas, Sonora (new)	250w 630 Kc.	ND	U	IV	Apr. 26, 1957
XEFJ	Teziutlan, Puebla (change date of deletion)	1kw D/100w N 680 Kc.	ND	U	IV	Apr. 29, 1957
XEFX	Guaymas, Sonora (delete assignment)	250w 880 Kc.	ND	D	II	May 26, 1957
XEOP	Hermosillo, Sonora (delete—change to Ciudad Obregon)	500w 900 Kc.		U	III-B	Do.
XEOP	Ciudad Obregon, Sonora (new)	750w D/500w N		U	III-B	Do.
XECJ	Apatzingan, Michoacan (new)	1kw D/250w N 970 Kc.	ND	U	IV	Do.
XELC	La Piedad, Michoacan (new—previously on 1200 kc.)	5kw D/200w N 980 Kc.	ND	U	IV	Do.
XELC	La Piedad, Michoacan (delete—changed to 980 kc.)	500w 1800 Kc.	ND	D	II	Do.
XEPV	Papantla, Veracruz (new)	1kw D/250w N 1270 Kc.		U	IV	Do.
XEHZ	Martinez de la Torre, Veracruz (new)	1kw D/100w N 1350 Kc.		U	IV	Do.
XECJ	Apatzingan, Michoacan (delete—changed to 970 kc.)	1kw D/250w N 1310 Kc.	ND	U	IV	Do.
XEGF	Gutierrez Zamora, Veracruz (new)	500w D/100w N 1420 Kc.		U	IV	Do.
XEJD	Poza Rica, Veracruz (new)	1kw D/250w N 1450 Kc.		U	IV	Do.
XEMH	Merida, Yucatan (increase power)	1kw D/250w N 1490 Kc.	ND	U	IV	Feb. 26, 1957

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION,
MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-154; Filed, Jan. 8, 1957; 8:51 a. m.]

[Docket Nos. 11856, 11857; FCC 57M-7]

RADIO ORLANDO AND ORLANDO RADIO & TELEVISION BROADCASTING CORP.

ORDER CONTINUING HEARING

In re applications of Gordon Sherman and Melvin Feldman d/b as Radio Orlando, Orlando, Florida, Docket No. 11856, File No. BP-10339, Orlando Radio & Television Broadcasting Corporation, Orlando, Florida, Docket No. 11857, File No. BP-10671; for construction permits. It is ordered, This 4th day of January, 1957, on the Hearing Examiner's own motion, that the hearing now scheduled herein for January 7, 1957, be and the same is hereby, continued without date.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 57-153; Filed, Jan. 8, 1957; 8:51 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-9196]

NORTHERN NATURAL GAS CO.

NOTICE OF APPLICATION AND DATE OF HEARING

JANUARY 3, 1957.

Take notice that Northern Natural Gas Company (Applicant), a Delaware

corporation having its principal place of business at 2223 Dodge Street, Omaha, Nebraska, filed on August 4, 1955 an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act authorizing Applicant to construct and operate certain measuring and regulating facilities, as hereinafter described, subject to the jurisdiction of the Commission, in order to provide interruptible service to the Great Lakes Pipeline Company near Fairbault, Minnesota, all as more fully represented in the application, which is on file with the Commission and open for public inspection.

Applicant proposes to construct and operate measuring and regulating facilities at a point on its 26-inch main transmission Line B near Fairbault, Minnesota. These facilities are proposed to be used to deliver natural gas on an interruptible basis to the Great Lakes Pipeline Company (Great Lakes) for use as engine fuel at its pumping station.

The proposed facilities are estimated to cost \$8,900, to be financed out of funds on hand.

The maximum daily demand of the pumping station is 350 Mcf and the estimated annual requirements are approximately 80,000 Mcf.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and

15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on Monday, February 4, 1957 at 9:30 a. m., e. s. t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30 (c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before January 22, 1957. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

[SEAL]

LEON M. FUGUAY,
Secretary.

[F. R. Doc. 57-130; Filed, Jan. 8, 1957; 8:46 a. m.]

[Project No. 943]

PUGET SOUND POWER & LIGHT CO. AND PUBLIC UTILITY DISTRICT NO. 1 OF CHELAN COUNTY, WASHINGTON

NOTICE OF APPLICATION FOR AMENDMENT OF LICENSE

JANUARY 3, 1957.

Public notice is hereby given that Puget Sound Power & Light Company and Public Utility District No. 1 of Chelan County, Washington have filed application under the Federal Power Act (16 U. S. C. 791a-825r) for amendment of the license for water-power Project No. 943, located on the Columbia River in Chelan, Douglas, and King Counties, Washington, to exclude from the license (1) approximately 14.7 miles of transmission line between the summit of Stevens Pass to Skykomish in King County (a portion of the 110-kv Rock Island-Skykomish line); and (2) approximately 7.9 miles of single circuit 110-kv transmission line from Rock Island switching station to a point near Stemilt Creek in sec. 30, T. 22 N., R. 21 E., W. M., Chelan County (a portion of the 110-kv Rock Island-Renton line).

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the Rules of Practice and Procedure of the Commission (18 CFR 1.8 or 1.10). The last date upon which protests or petitions may be filed is January 25, 1957. The application is on file with the Commission for public inspection.

[SEAL]

LEON M. FUGUAY,
Secretary.

[F. R. Doc. 57-131; Filed, Jan. 8, 1957; 8:47 a. m.]

FEDERAL DEPOSIT INSURANCE CORPORATION

INSURED MUTUAL SAVINGS BANKS NOT MEMBERS OF THE FEDERAL RESERVE SYSTEM

CALL FOR REPORT OF CONDITION AND ANNUAL REPORT OF INCOME AND DIVIDENDS

Each insured mutual savings bank not a member of the Federal Reserve System is requested, pursuant to the provisions of section 10 (e) of the Federal Deposit Insurance Act, to send to the Federal Deposit Insurance Corporation within ten days after receipt of this notice a Report of Condition as of the close of business Monday, December 31, 1956, on Form 64 (Savings)¹ and a Report of Income and Dividends for the calendar year 1956, on Form 73 (Savings).¹

Said Report of Condition and Report of Income and Dividends shall be prepared in accordance with, "Instructions for the Preparation of Report of Condition on Form 64 (Savings) and Report of Income and Dividends on Form 73 (Savings)," dated June, 1951.

FEDERAL DEPOSIT INSURANCE CORPORATION,
E. F. DOWNEY,
Secretary.

[SEAL]

[F. R. Doc. 57-163; Filed, Jan. 8, 1957; 8:53 a. m.]

INSURED STATE BANKS NOT MEMBERS OF THE FEDERAL RESERVE SYSTEM, EXCEPT BANKS IN THE DISTRICT OF COLUMBIA AND MUTUAL SAVINGS BANKS

CALL FOR REPORT OF CONDITION AND ANNUAL REPORT OF EARNINGS AND DIVIDENDS

Each insured State bank not a member of the Federal Reserve System, except a bank in the District of Columbia and a mutual savings bank, is requested, pursuant to the provisions of section 10 (e) of the Federal Deposit Insurance Act, to send to the Federal Deposit Insurance Corporation within ten days after receipt of this notice a Report of Condition as of the close of business Monday, December 31, 1956, on Form 64—Call No. 46,¹ and a Report of Earnings and Dividends for the calendar year 1956, on Form 73.¹

Said Report of Condition shall be prepared in accordance with, "Instructions for the Preparation of Report of Condition on Form 64," dated December 1955, and said Report of Earnings and Dividends shall be prepared in accordance with "Instructions for the Preparation of Report of Earnings and Dividends on Form 73," dated December 1954.

FEDERAL DEPOSIT INSURANCE CORPORATION,
E. F. DOWNEY,
Secretary.

[SEAL]

[F. R. Doc. 57-164; Filed, Jan. 8, 1957; 8:53 a. m.]

¹ Filed as part of original document.

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3548]

OHIO EDISON CO.

NOTICE OF PROPOSED ISSUANCE AND SALE OF COMMON STOCK, PURSUANT TO RIGHTS OFFERING

JANUARY 3, 1957.

Notice is hereby given that Ohio Edison Company ("Company"), a registered holding company and a public utility company, has filed with this Commission a declaration pursuant to the Public Utility Holding Company Act of 1935 ("act"), designating sections 6 (a), 7, 12 (c) and 12 (d) thereof and Rules U-42 and U-53 thereunder as applicable to the proposed transaction, which is summarized as follows:

The Company proposes to issue and sell 580,613 shares of its authorized but unissued common stock and to offer such shares to its common stockholders of record at the close of business on January 31, 1957, such offer to give to each common stockholder of record, until February 15, 1957, the right to subscribe for shares of the additional common stock on the basis of one share for each ten shares of common stock held ("Right") and the privilege to subscribe, subject to allotment, at the same subscription price for shares of the additional common stock not subscribed for pursuant to the Rights referred to above ("Additional Subscription Privilege"). Rights and Additional Subscription Privileges will be evidenced by a single form of transferable registered Warrant. No fractional shares will be issued. Through its subscription agents the Company will provide facilities for the purchase of such Rights (not exceeding 9 in any one case) as may be necessary for a subscription to one full share of common stock, or the sale of Rights (not exceeding 9 in any one case) in excess of those necessary for the purchase of full shares.

The Company proposes on or about January 24, 1957 publicly to invite bids from prospective underwriters for the underwriting of said offering, such underwriters to name the amount of compensation, if any, to be paid by the Company to them for their services and agreement to purchase, at the subscription price, any shares not subscribed for as a result of the offering to the stockholders and also the shares, if any, purchased by the Company in connection with its stabilizing activities referred to below. It is proposed that the bids will be submitted on or about January 30, 1957.

The price per share at which the Company proposes to offer the additional common stock to its common stockholders and the unsubscribed stock to the underwriters will be determined by the Company. Prospective underwriters will be notified of the price per share as so determined by the Company at least 42 hours prior to the time for the submission of bids. Such price will be not more than the last reported sale price on the New York Stock Exchange and not less than such last reported sale price less 15 percent.

The Company proposes, if it considers the same necessary or desirable, to effect transactions to stabilize or maintain the price of its common stock for the purpose of facilitating the offering and distribution of the additional common stock. In connection therewith the Company may, during the period commencing with the second full business day prior to the time for submission of bids and continuing until the acceptance of a bid, purchase not in excess of 58,061 shares of its common stock through regular brokerage channels.

The Company will use the net proceeds from its proposed sale of common stock, together with cash on hand and to be derived from operations, for its 1957 construction program (estimated at \$54,944,000) and for an additional investment of \$2,100,000 in the common stock of its subsidiary, Pennsylvania Power Company.

It is stated that The Public Utilities Commission of Ohio has jurisdiction over the proposed transaction, and that a copy of the order of that commission will be filed by amendment.

A statement of the fees and expenses to be incurred herein will also be filed by amendment.

Notice is further given that any interested person may, not later than January 18, 1957, at 5:30 p. m., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, said declaration, as filed or as amended, may be permitted to become effective as provided by Rule U-23 of the rules and regulations promulgated under the Act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-133; Filed, Jan. 8, 1957; 8:47 a. m.]

[File No. 1-3827]

GREAT SWEET GRASS OILS, LTD.

ORDER SUMMARILY SUSPENDING TRADING

JANUARY 3, 1957.

In the matter of trading on the American Stock Exchange in the \$1.00 par value Capital Stock of Great Sweet Grass Oils Limited, File No. 1-3827.

I. The \$1.00 par value Capital Stock of Great Sweet Grass Oils Limited (hereinafter called "registrant") is listed and registered on the American Stock Exchange, a national securities exchange (hereinafter called "the exchange").

II. The Commission on October 19, 1956, issued its order and notice of hear-

ing under section 19 (a) (2) of the Securities Exchange Act of 1934 (hereinafter called "the act"), and on October 24, 1956, issued its amended order and notice of hearing under the act to determine at a hearing to be held November 13, 1956, whether it is necessary or appropriate for the protection of investors to suspend for a period not exceeding twelve months, or to withdraw, the registration of the Capital Stock of registrant on the exchange for failure to comply with section 13 of the act and the rules and regulations thereunder, in that the Commission had reason to believe that the reports filed by registrant on Form 8-K and Form 10-K were false and misleading in certain respects set forth in said orders. On October 31, 1956, the Commission issued its second amended order and notice of hearing under section 19 (a) (2) of the act restating the allegations in the original and amended orders and including allegations that the Commission had reason to believe that the registrant's current report on Form 8-K for the month of December 1955, and amendments thereto, and that registrant's annual report on Form 10-K for its fiscal year ended December 31, 1955, and amendments thereto, were false and misleading in additional respects set forth in said order. On November 16, 1956, the Commission issued its third amended order and notice of hearing under section 19 (a) (2) of the act restating the allegations in the original and amended orders and including allegations that the Commission had reason to believe that the registrant's current report on Form 8-K for the month of August 1955, was false and misleading in certain respects set forth in said order, and that the Form 8-K report for the month of December 1955, and the Form 10-K report for the fiscal year ended December 31, 1955, were false and misleading in additional respects set forth in said order. On December 21, 1956, the Commission issued its order summarily suspending trading pursuant to section 19 (a) (4) of the act in said securities on the exchange for the reasons set forth in said order to prevent fraudulent, deceptive and manipulative acts or practices from December 25, 1956 to January 3, 1957, inclusive.

III. On November 7, 1956, counsel representing registrant requested a postponement of the hearing under section 19 (a) (2) of the act in order to enable him to prepare for the hearing. Pursuant to this request, the Commission on November 7, 1956, issued its order postponing the date of said hearing to November 26, 1956. Said hearing has commenced but has not yet been concluded by Commission order or decision.

IV. The Commission has reason to believe that the false reports filed by registrant as alleged in the orders and notices of hearing referred to in paragraph II and the relationship between registrant and Kroy Oils Limited, also subject to an order issued concurrently herewith under section 19 (a) (4) of the act, and also subject to an order and notice of hearing under section 19 (a) (2) of the act, which hearing has been consolidated with the hearing referred to in paragraph III, are such as to cause wide-

spread confusion and uncertainty in the market for registrant's shares. Under the circumstances recited in this order, the Commission is of the opinion that it would be impossible for the investing public to reach an informed judgment at this time as to the value of registrant's securities or for trading in such securities to be conducted in an orderly and equitable manner.

V. The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on the exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive, or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the act and the Commission's Rule X-15C2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange.

It is ordered, Pursuant to section 19 (a) (4) of the act that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive, or manipulative acts or practices for a period of ten days from January 4, 1957, to January 13, 1957, inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 57-134; Filed, Jan. 8, 1957;
8:47 a. m.]

[File No. 1-3679]

KROY OILS, LTD.

ORDER SUMMARILY SUSPENDING TRADING

JANUARY 3, 1957.

In the matter of trading on the American Stock Exchange in the 20 cents par value Capital Stock of Kroy Oils Limited, File No. 1-3679.

I. The 20¢ par value Capital Stock of Kroy Oils Limited, an Alberta corporation (hereinafter called "registrant"), is listed and registered on the American Stock Exchange, a national securities exchange (hereinafter called "the exchange").

II. The Commission on November 2, 1956, issued its order and notice of hearing under section 19 (a) (2) of the Securities Exchange Act of 1934 (hereinafter called "the act") to determine at a hearing to be held on November 20, 1956, whether it is necessary or appropriate for the protection of investors to suspend for a period not exceeding twelve months, or to withdraw, the registration of the Capital Stock of registrant on the exchange for failure to comply with section 13 of the act and the rules and regulations adopted thereunder, in that the Commission has reason to believe that a current report for the month of May 1956, on Form 8-K, filed by regis-

trant with the Commission was false and misleading in certain respects set forth in said order. On December 21, 1956, the Commission issued its order summarily suspending trading of said securities on the exchange pursuant to section 19 (a) (4) of the act for the reasons set forth in said order to prevent fraudulent, deceptive or manipulative acts or practices for a period of ten days from December 25, 1956, to January 3, 1957, inclusive.

III. On November 7, 1956, counsel representing registrant requested a postponement of the hearing under section 19 (a) (2) of the act in order to enable him to prepare for the hearing. Pursuant to this request, the Commission on November 7, 1956, issued its order postponing the date of said hearing to November 26, 1956. Said hearing has commenced but has not yet been concluded by Commission order or decision.

IV. The Commission has reason to believe that the false report filed by registrant as alleged in the order and notice of hearing referred to in paragraph II and the relationship between registrant and Great Sweet Grass Oils Limited, also subject to an order issued concurrently herewith under section 19 (a) (4) of the act, and also subject to an order and notice of hearing under section 19 (a) (2) of the act, which hearing has been consolidated with the hearing referred to in paragraph III, are such as to cause widespread confusion and uncertainty in the market for registrant's shares. Under the circumstances recited in this order, the Commission is of the opinion that it would be impossible for the investing public to reach an informed judgment at this time as to the value of registrant's securities or for trading in such securities to be conducted in an orderly and equitable manner.

V. The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on the exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive, or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the act and the Commission's Rule X-15C2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange.

It is ordered, Pursuant to section 19 (a) (4) of the act that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive, or manipulative acts or practices for a period of ten days from January 4, 1957, to January 13, 1957, inclusive.

By the Commission.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 57-135; Filed, Jan. 8, 1957;
8:48 a. m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 119]

CALIFORNIA

DECLARATION OF DISASTER AREA

Whereas, it has been reported that on or about December 26, 1956, because of the disastrous effects of a forest fire, damage resulted to residences and business property located in certain areas in the State of California;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected; and

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act of 1953, as amended:

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 207 (b) (1) of the Small Business Act of 1953, as amended, may be received and considered by the Office below indicated from persons or firms whose property situated in the County of Los Angeles suffered damage or other destruction as a result of the catastrophe above referred to:

Small Business Administration Regional Office
Western Pacific Building, Room 412
1031 South Broadway
Los Angeles 15, California.

2. No special field office will be established at this time.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to June 30, 1957.

Dated: December 31, 1956.

WENDELL B. BARNES,
Administrator.

[F. R. Doc. 57-121; Filed, Jan. 8, 1957;
8:45 a. m.]

INTERSTATE COMMERCE COMMISSION

[Rev. S. O. 562, Taylor's I. C. C. Order 76]

CANADIAN PACIFIC RAILWAY CO.

DIVERSION OR REROUTING OF TRAFFIC

In the opinion of Charles W. Taylor, Agent, the Canadian Pacific Railway Company, because of threatened work stoppage, is unable to transport traffic routed over and to points on its lines.

It is ordered, That:

(a) *Rerouting traffic.* The Canadian Pacific Railway Company, and its connections, is hereby authorized to divert or reroute such traffic over any available route to expedite the movement, regardless of routing shown on the waybill. The billing covering all such cars rerouted shall carry a reference to this order as authority for the rerouting.

(b) *Concurrence of receiving roads to be obtained.* The railroads desiring to divert or reroute traffic under this order shall confer with the proper transportation officer of the railroad or railroads to which such traffic is to be diverted or rerouted, and shall receive the concurrence of such other railroads before the rerouting or diversion is ordered.

Issued at Washington, D. C., January 2, 1957.

INTERSTATE COMMERCE
COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F. R. Doc. 57-139; Filed, Jan. 8, 1957;
8:49 a. m.]

[No. 32097]

CERTAIN EASTERN RAILROADS

INCREASED FARES, 1957

At a General Session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 4th day of January A. D. 1957.

It appearing, that on December 31, 1956, the Commission entered a report and order in Docket No. 32032, Increased Fares, Official Territory, 1956, authorizing certain railroads in eastern territory to increase their passenger fares and charges by approximately 5 percent on not less than 5 days' notice; and a similar increase was granted railroads in western territories under Docket Ex Parte No. 207.

It further appearing, that on January 2, 1957, the railroads listed in the appendix hereto, not parties to the proceeding in Docket No. 32032, filed a petition requesting authority similarly to increase their passenger fares and charges by 5 percent to become effective January 9, 1957. Petitioners also request authority under section 6 of the Interstate Commerce Act to depart from the Commission's tariff publishing rules to the extent necessary to enable them to publish such increased fares, appropriate relief under section 4 of the act, and for modification of outstanding orders in Docket No. 26550, Passenger Fares and Surcharges, 214 I. C. C. 174, and Docket No. 11762, Michigan Passenger Fares, 60 I. C. C. 245, as amended in subsequent proceedings.

And it further appearing, that the petitioners included in their motion a statement in justification of the said increased fares and that a copy of said petition will be furnished to any interested party upon request addressed to Mr. A. P. Donadio, Baltimore & Ohio Building, Baltimore and Charles Streets, Baltimore 1, Maryland.

Upon consideration of the above petition, and good cause appearing therefor:

It is ordered, That objections to authorizing the petitioning railroads to increase their passenger fares by 5 percent as set forth in the petition, on one day's notice, and for modification of outstanding orders in Docket Nos. 26550 and 11762, as amended, may be filed on or before January 23, 1957. A copy of such protest, together with reasons therefor, shall be furnished to Mr. A. P. Donadio, Baltimore & Ohio Building, Baltimore and Charles Streets, Baltimore, Maryland.

It is further ordered, That a copy of this order be served upon the petitioning railroads, upon the parties in Ex Parte No. 202, and upon the Governor of the State of Michigan; and that notice of this proceeding be given to the public by posting a copy of this order in the Office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register, for publication in the FEDERAL REGISTER.

By the Commission.

[SEAL]

HAROLD D. MCCOY,
Secretary.

APPENDIX

The Ann Arbor Railroad Company
The Baltimore and Ohio Railroad Company
Bessemer and Lake Erie Railroad Company
The Central Railroad Company of New Jersey
Chicago South Shore and South Bend Railroad
The Delaware and Hudson Railroad Corporation
The Delaware, Lackawanna and Western Railroad Company
Detroit and Mackinac Railway Company
Erie Railroad Company
Grand Trunk Western Railroad Company
The Mackinac Transportation Company
Monon Railroad
The New Jersey and New York Railroad Company (Horace Banta, Trustee)
The New York and Long Branch Railroad Company
The New York, Chicago and St. Louis Railroad Company

The Virginian Railway Company
Wabash Railroad Company (east of Chicago and Danville, Ill.)

[F. R. Doc. 57-155; Filed, Jan. 8, 1957; 8:52 a. m.]

[Ex Parte 206]

EASTERN AND WESTERN TERRITORIES

INCREASED FREIGHT RATES, 1956

In the matter of petitions dated November 19, 1956, and December 20, 1956, filed by certain railroads for Leave to Amend their petition filed on November 14, 1956, in the above proceeding.

Present: Howard G. Freas, Chairman, Division 2, to whom the matters which are the subject of this order have been assigned for action thereon.

Upon consideration of the petitions filed by certain respondent railroads in the above proceeding for leave to amend the petition of November 14, 1956, by adding and deleting certain railroads as petitioners, and good cause appearing therefor:

It is ordered, That the petitioners for leave to amend be, and they are hereby, granted.

And it is further ordered, That a copy of this order be filed with the Director, Division of the Federal Register, for publication in the FEDERAL REGISTER as notice to interested parties.

Dated at Washington, D. C., this 3d day of January A. D. 1957.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F. R. Doc. 57-156; Filed, Jan. 8, 1957; 8:52 a. m.]

[Notice 146]

MOTOR CARRIER APPLICATIONS

JANUARY 4, 1957.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers and by brokers under section 206, 209, and 211 of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, pages 7339, 7340, § 1.241, September 26, 1956.)

All hearings will be called at 9:30 o'clock a. m., United States Standard Time, unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 1187 (Sub. No. 21), filed December 13, 1956, CUSHMAN MOTOR DELIVERY COMPANY, 1480 West Kinzie St., Chicago 22, Ill. Applicant's representative: Eugene L. Cohn, One North LaSalle St., Chicago 2, Ill. For authority to operate as a common carrier, transporting: General commodities, except Class A and B explosives, serving the site of the Ford Motor Company Parts

and Equipment Division Plant, located near Rawsonville, Washtenaw County, Michigan, as an off-route point in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Wisconsin, Illinois, Indiana, Ohio, and Michigan.

HEARING: February 14, 1957, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 1649 (Sub. No. 61), filed November 23, 1956, RAILWAY EXPRESS MOTOR TRANSPORT, INCORPORATED, 1003 North Meridian St., Indianapolis, Ind. Applicant's representative: O. R. Linvinghouse, 617 Bankers Trust Bldg., Indianapolis 4, Ind. For authority to operate as a common carrier, over regular routes, transporting: General commodities, including commodities of unusual value, Class A and B explosives, commodities in bulk, and those requiring special equipment, moving in express service, (1) between Kokomo, Ind., and Peru, Ind., from Kokomo over U. S. Highway 31 to Peru, and return over the same route, passing through and serving Bunker Hill Air Force Base, and all intermediate points; and (2) between junction U. S. Highway 35 and Indiana Highway 18 and junction Indiana Highway 18 and U. S. Highway 31, from junction U. S. Highway 35 and Indiana Highway 18 over Indiana Highway 18 to junction U. S. Highway 31, and return over the same route, serving no intermediate points. RESTRICTION: The service proposed to be subject to the following conditions: (a) The service to be performed by said carrier shall be limited to service which is auxiliary to, or supplemental of, express service. (b) Shipments transported by said carrier shall be limited to those moving on a through bill of lading, or express receipt, covering in addition to a motor carrier movement by said carrier an immediately prior or immediately subsequent movement by rail, motor or air. (c) Such further specific conditions as the Commission in the future may find it necessary to impose in order to restrict said carrier's operations to service which is auxiliary to, or supplemental of, express service. Applicant is authorized to conduct operations in Indiana.

NOTE: Applicant states the proposed operation will be in connection with the authorized over-the-road service under Docket No. MC 1649 (Sub. No. 10).

HEARING: February 25, 1957, at the U. S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 2401 (Sub. No. 16), filed December 13, 1956, MOTOR FREIGHT CORPORATION, 2345 South 13th Street, Terre Haute, Ind. Applicant's representative: Robert C. Smith, 512 Illinois Building, Indianapolis 4, Ind. For authority to operate as a common carrier, over a regular route, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Terre Haute, Ind., and junction Indiana Highway 54 and U. S. Highway 41, from Terre Haute over Indiana Highway 63 to junction

Indiana Highway 54, thence over Indiana Highway 54 to junction U. S. Highway 41, and return over the same route, and serving all intermediate points, and the off-route points of the Indiana-Michigan Power Plant site located on the Wabash River approximately four miles west of Indiana Highway 63, and points within the properties of Ayrshire Collieries Company located west of U. S. Highway 41 between Farmersburg and Shelburn, Ind. Applicant is authorized to conduct operations in Illinois, Indiana, and Missouri.

HEARING: February 26, 1957, at the U. S. Court Rooms, Indianapolis, Ind., before Joint Board No. 72.

No. MC 2996 (Sub. No. 7), filed December 13, 1956, HI-WAY FREIGHT SYSTEM, INC., 3241 S. Shields Avenue, Chicago 16, Ill. Applicant's representative: Eugene L. Cohn, One N. LaSalle St., Chicago 2, Ill. For authority to operate as a common carrier, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the plant site of the Ford Motor Company Parts and Equipment Division near Rawsonville, Mich. as an off-route point in connection with applicant's authorized regular route operations to and from Detroit, Mich. Applicant is authorized to conduct operations in Illinois and Michigan.

HEARING: February 14, 1957, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 3341 (Sub. No. 16), filed December 20, 1956, LAKE MOTOR FREIGHT LINES, INC., 2222 West Sample Street, South Bend, Ind. Applicant's representative: Eugene L. Cohn, One North LaSalle St., Chicago 2, Ill. For authority to operate as a common carrier, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the site of the Ford Motor Company Parts and Equipment Division Plant, located near Rawsonville, Washtenaw County, Mich., as an off-route point in connection with applicant's authorized regular route operations between (a) Detroit, Mich., and Chicago, Ill., over U. S. Highway 24, (b) Detroit, Mich., and Akron, Ohio, over U. S. Highway 25, and (c) Jackson, Mich., and Toledo, Ohio, over Michigan Highway 50. Applicant is authorized to conduct operations in Illinois, Indiana, Michigan and Ohio.

HEARING: February 14, 1957, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 3825 (Sub. No. 3), filed December 22, 1956, L. & V. TRUCKING CO., a corporation, P. O. Box 149 (Saddle River Township), Garfield, N. J. Applicant's representative: Edward F. Bowes, 1060 Broad Street, Newark 2, N. J. For authority to operate as a common carrier, over irregular routes, transporting: Animal glands and meats, meat products, and meat by-products, as described by the Commission, in refrigerated equip-

ment, from Passaic, N. J., to points in Rockland County, N. Y. **RESTRICTION:** Applicant states that the above grant of authority will be limited to traffic having an immediately prior movement by rail or motor carrier.

HEARING: February 15, 1957, at 346 Broadway, New York, N. Y., before Examiner Isadore Freidson.

No. MC 18738 (Sub No. 22), filed December 17, 1956, **SIMS MOTOR TRANSPORT LINES, INC.**, 610 West 138th St., Riverdale, Ill. Applicant's representative: Ferdinand Born, 708 Chamber of Commerce Bldg., Indianapolis 4, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, liquid commodities in bulk, household goods, as defined by the Commission, and commodities requiring special equipment, between points in Case, Miami, Howard, Tipton, Montgomery, Boone, Hamilton, Putnam, Hendricks and Marion Counties, Ind., on the one hand, and, on the other, the plant site of The Clayton & Lambert Manufacturing Company near Buckner, Ky. (approximately 17.5 miles northeast of Louisville, Ky.)

NOTE: Duplicating authority to be eliminated. Applicant is authorized to conduct similar operations in Illinois, Missouri, Michigan, Indiana, and Ohio.

HEARING: January 31, 1957, at the Department of Motor Transportation, State Office Bldg., Frankfort, Ky., before Joint Board No. 155.

No. MC 31024 (Sub No. 24), filed December 3, 1956, **NEPTUNE STORAGE, INC.**, 369 Huguenot St., New Rochelle, N. Y. Applicant's representative: S. Sidney Eisen, 140 Cedar St., New York 6, N. Y. For authority to operate as a *common carrier*, over irregular routes, transporting: *Tabulating machines*, uncrated, (1) between points in Alameda, Contra Costa, San Francisco, San Joaquin, San Mateo, Santa Clara and Santa Cruz Counties, Calif., on the one hand, and, on the other, points in the United States; and (2) between points in Dakota, Goodhue, Hennepin, Olmsted, Ramsey, Wabasha and Washington Counties, Minn., on the one hand, and, on the other, points in the United States. Applicant is authorized to transport the commodity specified in Arizona, Arkansas, California, Colorado, Connecticut, Idaho, Kansas, Louisiana, Montana, Nebraska, Nevada, New Mexico, New York, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington and Wyoming.

HEARING: February 19, 1957, at 346 Broadway, New York, N. Y., before Examiner Isadore Freidson.

No. MC 42537 (Sub No. 18), filed December 31, 1956, **CASSENS TRANSPORT COMPANY**, a corporation, RFD #3, P. O. Box 473, Edwardsville, Ill. Applicant's representative: Robert N. Burchmore, 2106 Field Bldg., Chicago 3, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: (1) *New automobiles, new trucks, and new buses*, except trailers, in initial movements, in truckaway and driveway service, from the sites of the General

Motors-Chevrolet Plants at Oakland and Raymer, Calif., to points in Arizona, Idaho, Nevada, New Mexico, Oregon, Utah, and Washington, and (2) *New automobiles*, except trailers, in initial movements, in truckaway and driveway service, from the site of the General Motors-Buick-Oldsmobile-Pontiac Plant at Southgate, Calif., to points in Arizona, Idaho, Montana, Oregon, Utah, and Washington. Applicant is authorized to conduct operations in Michigan, Illinois, Missouri, Indiana, Ohio, and Kentucky.

HEARING: February 5, 1957, in Room 226, Old Mint Bldg., Fifth and Mission Sts., San Francisco, Calif., before Examiner F. Roy Linn.

No. MC 52989 (Sub No. 7), filed December 17, 1956, **JOYCE TRUCKING CO.**, 1621 Shields Avenue, Chicago Heights, Ill. Applicant's representative: Carl L. Steiner, 39 S. LaSalle St., Chicago 3, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: *Building materials*, from North Judson, Ind., to points in Illinois and Michigan, and *defective building materials*, on return. Applicant is authorized to transport similar commodities in Illinois, Indiana, and Michigan.

HEARING: February 15, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 73.

No. MC 55811 (Sub No. 31), filed December 13, 1956, **CRAIG TRUCKING, INC.**, Albany, Ind. Applicant's representative: Howell Ellis, 520 Illinois Building, Indianapolis, Ind. For authority to operate as a *common carrier*, over irregular routes, transporting: *Paper and paper products, machinery, equipment, materials and supplies*, used in, or in connection with, the manufacture of paper, between Chillicothe, Ohio and Detroit, Mich. Applicant is authorized to conduct operations in Indiana, Illinois, Ohio, Michigan, Missouri and Kentucky.

HEARING: February 26, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 57.

No. MC 55928 (Sub No. 5), filed December 17, 1956, **VAUGHN O. GALLOP**, doing business as **HOULTON TRUCK EXPRESS**, Franklin Street, Houlton, Maine. Applicant's representative: Mary E. Kelly, 84 State Street, Boston 9, Mass. For authority to operate as a *common carrier*, over irregular routes, transporting: *Fertilizer and fertilizer materials*, from North Weymouth, Mass., and Hermon, Maine, to points in Aroostook County, Maine, and points in that part of Penobscot County, Maine, west of U. S. Highway 2 and north of Maine Highway 157.

HEARING: February 14, 1957, at the New Post Office & Court House Bldg., Boston, Mass., before Joint Board No. 69.

No. MC 56244 (Sub No. 17), filed December 19, 1956, **KUHN TRANSPORTATION COMPANY, INC.**, R #2, Gardeners, Pa. Applicant's representative: John M. Musselman, Rhoads, Simon & Reader, State Street Building, Harrisburg, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Canned goods and vine-*

gar, from points in Adams and Franklin Counties, Pa., and Inwood, W. Va., to points in Iowa and Missouri, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application from the above-described destination points to the above-specified origin points. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, and West Virginia.

HEARING: February 20, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 95540 (Sub No. 283), filed December 26, 1956, **WATKINS MOTOR LINES, INC.**, Cassidy Road, P. O. Box 785, Thomasville, Ga. Applicant's representative: Joseph H. Blackshear, Gainesville, Ga. For authority to operate as a *common carrier*, over irregular routes, transporting: *Meats, meat products, meat by-products and articles distributed by meat packing houses*, from Glenwood, Iowa, to points in Alabama, Florida, Georgia, and South Carolina. Applicant is authorized to transport the commodities specified in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Maryland, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, Wisconsin and the District of Columbia.

HEARING: March 13, 1957, at Peachtree-Seventh Building, 50 Seventh St., N. E., Atlanta, Ga., before Examiner Richard Yardley.

No. MC 95607 (Sub No. 4), filed November 23, 1956, **KATHRYN CADDEN**, doing business as **CADDEN'S MOVING & STORAGE**, 620 Beech St., Scranton, Pa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Commercial display cases, accessories and parts*, uncrated, from Duryea, Pa., to points in New Jersey, Ohio, Massachusetts, Michigan, New York, Virginia, West Virginia, Indiana, Illinois, Maryland and Connecticut; *damaged shipments* of the above-described commodities, on return. Applicant is authorized to transport similar commodities from Jessup, Pa., to points in New Jersey, Massachusetts, Ohio, Michigan, New York, Virginia, West Virginia, Indiana and Illinois.

HEARING: February 18, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Paul Coyle.

No. MC 100592 (Sub No. 10), filed December 12, 1956, **JAMES STUFFO, INC.**, A and Venango Streets, Philadelphia 34, Pa. Applicant's representative: M. Randall Marston, 515 E. Wynnewood Road, Merion Station, Pa. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Aluminum extrusions*, uncrated, when moving with shipments of metal windows, metal window sections and metal doors and parts and fittings for such windows, doors and window sections, all uncrated, from Philadelphia, Pa., to points in Illinois, Indiana, Michigan,

New York, Ohio and West Virginia; and empty containers and pallets used in transporting the commodity specified above, and damaged, defective and returned shipments of the same commodity, from points in Illinois, Indiana, Michigan, New York, Ohio and West Virginia, to Philadelphia, Pa. Applicant is authorized to conduct operations in Connecticut, Massachusetts, Pennsylvania and Rhode Island.

HEARING: February 27, 1957, at the Penn Sherwood Hotel, 3900 Chestnut St., Philadelphia, Pa., before Examiner William E. Messer.

No. MC 102616 (Sub No. 629), filed December 18, 1956, COASTAL TANK LINES, INC., Grantley Road, York, Pa. Applicant's representative: Harold G. Hernly, 1624 Eye Street, N. W., Washington 6, D. C. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from Canton, Ohio, to points in Armstrong, Cambria, Clearfield, Fayette, Greene, Indiana, Jefferson, Somerset, Washington and Westmoreland Counties, Pa. Applicant is authorized to transport similar commodities in Connecticut, Delaware, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas, Virginia, West Virginia and the District of Columbia.

HEARING: February 27, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 59.

No. MC 104340 (Sub No. 130), filed December 21, 1956, LEAMAN TRANSPORTATION COMPANY, INC., 520 E. Lancaster Avenue, Downingtown, Pa. Applicant's representative: Gerald L. Phelps, Dow, Lohnes & Albertson, Munsey Bldg., Washington, D. C. For authority to operate as a common carrier, over irregular routes, transporting: *Asphalt, asphalt emulsions and asphalt cut-backs*, in bulk, in tank vehicles, (1) from points in Erie County, N. Y., to points in Cameron, Crawford, Elk, Erie, Forrest, McKean, Mercer, Potter, Tioga, Venango and Warren Counties, Pa., except from Buffalo, N. Y., to points in Erie County, Pa., and except from Tonawanda, N. Y., and points within 5 miles of, but not including Buffalo, N. Y., to Erie, Pa.; and (2) from points in Albany and Rensselaer Counties, N. Y., to points in Connecticut, Massachusetts, New Hampshire and Vermont, except to points in Massachusetts within 50 miles of the New York-Massachusetts State line, and except to Bennington, Brattleboro, Rutland and White River Junction, Vt.; also except to points in Hartford and Litchfield Counties, Conn. Applicant is authorized to conduct operations in Connecticut, Massachusetts, New York, Ohio, Vermont and West Virginia.

HEARING: February 25, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 104347 (Sub No. 121), filed December 27, 1956, LEAMAN TRANSPORTATION CORPORATION, 520 E. Lancaster Ave., Downingtown, Pa. Applicant's representative: Gerald L. Phelps, Munsey Building, Washington 4,

D. C. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and Petroleum products*, in bulk, in tank vehicles, from points in York County, Va., to points in Delaware, Maryland, North Carolina, Pennsylvania, West Virginia, and the District of Columbia. Applicant is authorized to transport similar commodities in Pennsylvania, Maryland, New York, New Jersey, West Virginia, Virginia, Connecticut, Delaware, and the District of Columbia.

HEARING: January 25, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 106504 (Sub No. 4), filed December 10, 1956, WIDHOLM FREIGHTWAYS, INC., 1015 N. Third St., Minneapolis, Minn. Applicant's representative: Hoyt Crooks, 842 Raymond Ave., St. Paul 14, Minn. For authority to operate as a common carrier, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) from points in the Minneapolis-St. Paul, Minn., Commercial Zone over U. S. Highway 61 to junction Minnesota Highway 95, thence over Minnesota Highway 95 to junction U. S. Highway 12, thence over U. S. Highway 12 to point of beginning, serving all intermediate points and the off-route points of Inver Grove, Lakeland and St. Croix Beach; (2) from points in the Minneapolis-St. Paul, Minn., Commercial Zone over Minnesota Highway 36 to Stillwater and return over the same route serving all intermediate points; (3) from Stillwater over Minnesota Highway 95 to Lakeland and return over the same route serving all intermediate points. Applicant is authorized to conduct operations in Minnesota.

HEARING: February 20, 1957, at the Federal Court Bldg., Marquette Ave., South and Third Sts., Minneapolis, Minn., before Joint Board No. 145.

No. MC 107403 (Sub No. 227), filed December 27, 1956, E. BROOKE MATTACK, INC., 33rd & Arch Streets, Philadelphia 4, Pa. Applicant's representative: Paul F. Barnes, 811-819 Lewis Tower Bldg., 225 S. Fifteenth Street, Philadelphia 2, Pa. For authority to operate as a common carrier, over irregular routes, transporting: *Petroleum and petroleum products*, in bulk, in tank vehicles, from points in York County, Va., to points in Delaware, Maryland, North Carolina, West Virginia and the District of Columbia. Applicant is authorized to transport similar commodities in Delaware, Kentucky, Maryland, New Jersey, New York, Ohio, Pennsylvania, Virginia, West Virginia, and the District of Columbia.

HEARING: January 25, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner William T. Croft.

No. MC 107408 (Sub No. 16), filed December 17, 1956, BRODBECK TRUCKING CO., INC., SAM RAITZIN, TRUSTEE, 1415 S. Olive St., South Bend, Ind.

Applicant's representative: Eugene L. Cohn, One N. LaSalle St., Chicago 2, Ill. For authority to operate as a common carrier, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods, as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the plant site of the Ford Motor Company Parts and Equipment Division near Rawsonville, Mich. as an off-route point in connection with applicant's authorized regular route operations to and from Detroit, Mich. Applicant is authorized to conduct operations in Michigan, Indiana, and Ohio.

HEARING: February 14, 1957, at the Olds Hotel, Lansing, Mich., before Joint Board No. 76.

No. MC 108120 (Sub No. 5), filed October 24, 1956, KENNEDY MOTOR LINES, INC., 215 43rd St., Brooklyn, N. Y. Applicant's representative: Morris Honig, 150 Broadway, New York 38, N. Y. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Store fixtures, kitchen equipment, household furnishings, and materials, equipment and supplies*, (such as nails, tools, machinery, glass, varnish, paper, cord, twine) used in or incidental to the manufacture of the foregoing commodities, between New York, N. Y., and points in Nassau, Suffolk, Westchester, Putnam, Orange and Dutchess Counties, N. Y., Hudson, Union, Passaic, Bergen, Essex, Middlesex, Monmouth, Somerset, Mercer, Hunterdon, Sussex, Morris and Warren Counties, N. J., Fairfield and New Haven Counties, Conn., on the one hand, and, on the other, points in the United States; (2) *New furniture, ice refrigerators, cabinets, kitchen sinks, new office and hospital equipment, laboratory equipment and laboratory furniture*, between New York, N. Y. on the one hand, and, on the other, points in Washington, Oregon, California, Idaho, Montana, North Dakota, South Dakota, Wyoming, Nebraska, Nevada, Utah, Kansas, Colorado, Arizona, New Mexico, Texas, Oklahoma, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Indiana, Illinois, Wisconsin and Michigan; (3) *Household furnishings*, between Pittsburgh, Pa., on the one hand, and, on the other, points in the United States; (4) *New furniture, new office equipment and store fixtures*, between Hornell, N. Y. on the one hand, and, on the other, points in the United States; (5) *Windows, doors, and window and door frames*, between New York, N. Y. on the one hand, and, on the other, points in the United States. Applicant is authorized to conduct similar operations in the States of New Jersey, New York, Connecticut, Massachusetts, Rhode Island, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Vermont, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, Kentucky and the District of Columbia.

NOTE: Applicant states that no duplicating authority is sought.

HEARING: February 18, 1957, at 346 Broadway, New York, N. Y., before Examiner Isadore Freidson.

No. MC 108185 (Sub. No. 16), filed December 21, 1956, DIXIE HIGHWAY EXPRESS, INC., P. O. Box 631—1600 "B" St., Meridian, Miss. Applicant's representative: R. J. Reynolds, Jr., 1403 Citizens & Southern Nat'l Bank Bldg., Atlanta 3, Ga. For authority to operate as a common carrier, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, between Atlanta, Ga., and Columbus, Ga., from Atlanta over U. S. Highways 19 and 41 to junction Georgia Highway 85 near Hapeville, Ga., and thence over Georgia Highway 85 to Columbus, and return over the same route, serving no intermediate points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations between (1) Birmingham and Tuskegee, Ala., via Opelika, Ala., (2) Andalusia, Ala., and Fort Benning, Ga., and (3) Birmingham, Ala., and Atlanta, Ga. Applicant is authorized to conduct regular route operations in Alabama, Georgia and Mississippi, and irregular route operations in Alabama, Florida and Georgia.

HEARING: March 11, 1957, at Peachtree-Seventh Building, 50 Seventh St., N. E., Atlanta, Ga., before Joint Board No. 101.

No. MC 111545 (Sub. No. 22), filed December 19, 1956, HOME TRANSPORTATION COMPANY, INC., 334 South Four Lane Highway, Route #3, Marietta, Ga. For authority to operate as a common carrier, over irregular routes, transporting: *Lumber*, in bundles, on flat bed trailers, from points in Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee, to points in Illinois.

HEARING: March 12, 1957, at Peachtree-Seventh Building, 50 Seventh St., N. E., Atlanta, Ga., before Examiner Richard Yardley.

No. MC 111940 (Sub. No. 13), filed December 10, 1956, SMITH'S TRUCK LINES, a corporation, P. O. Box 88, Muncy, Pa. Applicant's representative: John M. Musselman, State Street Building, Harrisburg, Pa. For authority to operate as a common carrier, over irregular routes, transporting: *Beauty parlor furniture, component parts thereof, and materials and supplies used in the manufacture and distribution of beauty parlor furniture*, between Muncy and Port Penn, Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Indiana, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia; and *glass*, from Cumberland, Md., and Clarksburg, W. Va., to Williamsport, Pa.

NOTE: Applicant states that Port Penn, Pa., is located in Muncy Creek Township, Lycoming County, Pa.

HEARING: February 26, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner Bertram E. Stillwell.

No. MC 114019 (Sub. No. 8), filed December 3, 1956, THE EMERY TRANSPORTATION COMPANY, 7000 S. Pulaski Road, Chicago 29, Ill. Applicant's representative: Charles W. Singer, 1825 Jefferson Place, N. W., Washington 6, D. C. For authority to operate as a common carrier, over irregular routes, transporting: (1) *Frozen foodstuffs and perishable foodstuffs*, requiring refrigeration, *meats, packing house products and commodities* used by packing houses as defined by the Commission, between Chicago, Ill., on the one hand, and, on the other, points in Maine, Massachusetts, New Hampshire, Rhode Island, Vermont, Delaware, New Jersey, Maryland, Virginia, West Virginia, and the District of Columbia; (2) *Meats, packing house products and commodities* used by packing houses as defined by the Commission, between Peoria, Ill., on the one hand, and, on the other, points in Maine, Massachusetts, New Hampshire, Rhode Island, Vermont, Delaware, New Jersey, Maryland, Virginia, West Virginia and the District of Columbia; (3) *Materials, machinery and supplies* used in the manufacture and distribution of the above-mentioned commodities, including *returned skids, pallets, hooks and racks*, from the destination territory listed above to Chicago and Peoria, Ill.

NOTE: Applicant is presently authorized to conduct contract operations under Permit No. MC 9685 and sub numbers thereunder. Application on file in No. MC 114019 to change from contract to common. Pending final determination in MC 114019, dual operations may be involved.

HEARING: February 20, 1957, at the New Post Office & Court House Bldg., Boston, Mass., before Examiner William E. Messer.

No. MC 114734 (Sub. No. 3), filed December 21, 1956, ADAM H. LOOS, doing business as LOOS TRUCKING, Sherburn, Minn. Applicant's representative: A. R. Fowler, Associated Motor Carriers Tariff Bureau, 2288 University Avenue, St. Paul, Minn. For authority to operate as a contract carrier, over irregular routes, transporting: *Fresh Meats*, in carcasses in whole or in part, and in packages, from Spencer, Iowa, to Chicago, Ill., and points in the Chicago, Ill. Commercial Zone as defined by the Commission; *empty containers and other such incidental facilities* (not specified) used in transporting the commodities specified, on return. Applicant is authorized to transport the same commodities from Spencer, Iowa, to Minneapolis, Minn., Decatur, Rockford and Elgin, Ill., and Madison and Milwaukee, Wis.

HEARING: February 15, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 53.

No. MC 115804 (Sub. No. 1), filed December 13, 1956, VERN BELLOWS, doing business as BELLOWS and BELLOWS, Cameron, Wis. Applicant's representative: A. R. Fowler, Associated Motor Carriers Tariff Bureau, 2288 University Ave., St. Paul 14, Minn. For authority to operate as a common carrier, over irregular routes, transporting: *Foodstuffs, and related advertising mat-*

ter and premiums, when moving in connection with said commodities, from Cameron, Wis., to points in Burnett, Washburn, Sawyer, Polk, Barron, Rusk, St. Croix, Dunn, Chippewa and Eau Claire Counties, Wis., and points in that part of Taylor County, Wis., on and west of Wisconsin Highway 73; and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified, on return movements. RESTRICTION: Applied-for authority to be limited to transportation of traffic having a prior movement by rail or by regular-route motor common carrier.

HEARING: February 19, 1957, at the Wisconsin Public Service Commission, Madison, Wis., before Joint Board No. 96.

No. MC 116341, filed December 10, 1956, ROLAND BOULANGER, INC., a Quebec corporation, 525 St. Louis Street, Warwick, Quebec, Canada. Applicant's representative: J. L. Blais, Sheridan Bldg., Berlin, N. H. For authority to operate as a contract carrier, over irregular routes, transporting: *Lumber*, rough and dressed, from points in Maine, New Hampshire, and Vermont, to the ports of entry located on the international boundary line between the United States and Canada at Richford, Derby Line, and Norton, Vt., and Coburn Gore, and Jackman, Maine.

HEARING: February 19, 1957, at the New Hampshire Public Service Commission, Concord, N. H., before Joint Board No. 133.

No. MC 116350, filed December 12, 1956, HALL & BARBER, INC., 123 W. 8th Street, Cambridge, Ohio. Applicant's representative: Ralph W. Sanborn, 810 Hartman Building, Columbus 15, Ohio. For authority to operate as a contract carrier, over irregular routes, transporting: *Liquid asphalt*, in bulk, in tank vehicles, and containers from points in Washington County, Ohio, to points in West Virginia, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodity specified in this application, on return.

HEARING: February 27, 1957, in Room 255, New Post Office Bldg., Columbus, Ohio, before Joint Board No. 61.

No. MC 116354, filed December 17, 1956, MARY DONAHUE, doing business as DONAHUE TRUCKING, 12725 West Stark St., Butler, Wis. For authority to operate as a contract carrier, over a regular route, transporting: *Machine castings and machine parts*, uncrated, between Milwaukee, Wis., and Chicago, Ill., from the Dings Magnetic Separator Co., in Milwaukee over U. S. Highway 41 to the Chisholm, Boyd and White Co. in Chicago, and return over the same route, serving no intermediate points.

HEARING: February 18, 1957, in Room 852, U. S. Custom House, 610 South Canal St., Chicago, Ill., before Joint Board No. 13.

No. MC 116363, filed December 26, 1956, WILLIAM EMSLEY, doing business as WILLIAM EMSLEY TRUCK RENTALS, 206 Cornell Avenue, Somersdale, N. J. Applicant's representative: G. Donald Bullock, Box 146, Wyncote, Pa. For authority to operate as a con-

tract carrier, over irregular routes, transporting: *Meats*, requiring refrigeration, from Philadelphia, Pa., to points in Delaware, Maryland, New Jersey, New York and the District of Columbia.

HEARING: February 18, 1957, at the Offices of the Interstate Commerce Commission, Washington, D. C., before Examiner T. Kinsey Carpenter.

MOTOR CARRIERS OF PASSENGERS

No. MC 3282 (Sub No. 2), filed December 20, 1956, G. R. WOOD, INC., North Broadway, Pitman, N. J. Applicant's representative: Walter S. Anderson, Wilson Bldg., Broadway at Cooper Street, Camden 2, N. J. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage* in the same vehicle with passengers, between Philadelphia, Pa., and Brooklawn, N. J., from Philadelphia over the Walt Whitman Bridge (Packer Avenue-Gloucester City Bridge) to New Jersey, thence over bridge approach and access roads leading to new New Jersey Highway 42 (North-South Freeway), thence over new New Jersey Highway 42 (North-South Freeway) to junction with U. S. Highway 130 (Crescent Boulevard) in Gloucester City, N. J., thence over U. S. Highway 130 (Crescent Boulevard) to Brooklawn, and return over the same route, serving all intermediate points. Applicant is authorized to conduct operations in New Jersey and Pennsylvania.

HEARING: February 26, 1957, at the Penn Sherwood Hotel, 3900 Chestnut St., Philadelphia, Pa., before Joint Board No. 67.

No. MC 45721 (Sub No. 9), filed December 19, 1956, WHITE BUS COMPANY, INC., 1539 Springfield Avenue, Maplewood, N. J. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, in the same vehicle, between Morristown, N. J., and New York, N. Y., from the junction of Washington Street (New Jersey Highway 24) and Western Avenue in the Town of Morristown, over Washington Street (New Jersey Highway 24) to the junction of South Street (New Jersey Highway 24), thence over South Street to the junction of Madison Avenue (New Jersey Highway 24), thence over Madison Avenue (New Jersey Highway 24) through Morris Township and the Borough of Madison to the junction of Main Street (New Jersey Highway 24) thence over Main Street (New Jersey Highway 24) through Chatham Borough to the junction of the Morris and Essex Turnpike (New Jersey Highway 24) in the Township of Millburn, at the Morris and Essex County lines, thence over the Morris and Essex Turnpike (New Jersey Highway 24) to the junction of River Road in Millburn Township, thence over River Road in the City of Summit to the junction of Morris Avenue, thence over Morris Avenue to the junction of Broad Street, thence over Broad Street to the junction of Morris Avenue, thence over Morris Avenue to the junction of Millburn Avenue, Morris Avenue and the Morris and Essex Turnpike in Millburn Township, thence over Millburn Avenue in Millburn Township to the junction of Springfield Avenue in

Maplewood Township, thence over Springfield Avenue in Maplewood Township and the Town of Irvington to the junction of Eastern Parkway in the Town of Irvington, thence over Eastern Parkway to the access roads to the Garden State Parkway, in the Town of Irvington, thence over the access roads of the Garden State Parkway to the Garden State Parkway, thence over the Garden State Parkway to the exit roads of the Garden State Parkway at the junction of Garden State Parkway and New Jersey Highway 3 in Clifton, N. J., thence over the Garden State Parkway exit roads to New Jersey Highway 3, thence over New Jersey Highway 3 to the junction of depressed highway in North Bergen, N. J., thence over depressed highway via Union City to the junction of elevated highway in Weehawken, N. J., thence over the elevated highway to the Lincoln Plaza, thence through the Lincoln Tunnel to New York, N. Y., and return over the same route from New York, N. Y., to Morristown, N. J., using the access roads of Garden State Parkway at the junction of New Jersey Highway 3 and Garden State Parkway in the City of Clifton, N. J., and Western Parkway, Washington Avenue and the exit roads of the Garden State Parkway at the junction of Western Parkway and Garden State Parkway in Irvington, N. J., serving all intermediate points between Morristown and the junctions of Eastern Parkway and Western Parkway and the exit and access roads of Garden State Parkway in Irvington, including the junctions of Eastern Parkway and Western Parkway and the exit and access roads of Garden State Parkway; and (2) from Morristown, N. J., over the streets and highways specified above, to the junction of Morris and Essex Turnpike and River Road in Millburn Township; thence over Morris and Essex Turnpike to the junction of Morris and Essex Turnpike, Morris Avenue and Millburn Avenue in Millburn Township, thence over Millburn Avenue and the streets and highways and parkways specified above to New York, N. Y., and return over the same route, serving all intermediate points between Morristown and the junction of Eastern Parkway and Western Parkway and the exit and access roads of Garden State Parkway. Applicant is authorized to transport passengers and their baggage in New Jersey and New York as a regular route common carrier, and is authorized to conduct charter operations in Connecticut, Delaware, Georgia, Illinois, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia and the District of Columbia.

HEARING: February 25, 1957, at the New Jersey Board of Public Utility Commissioners, State Office Bldg., Raymond Blvd., Newark, N. J., before Joint Board No. 3.

No. MC 110369 (Sub No. 1), filed December 13, 1956, CORTLAND COUNTY

BUS LINES, INC., 194 Homer Avenue, Cortland, N. Y. Applicant's representative: Raymond A. Richards, 13 Lapham Park, Webster, N. Y. For authority to operate as a *common carrier*, over a regular route, transporting: *Passengers and their baggage*, in the same vehicle, between Homer, N. Y. and McGraw, N. Y., from Homer, over U. S. Highway 11 to Cortland, thence over U. S. Highway 11 to the junction of New York Highway 41, thence over U. S. Highway 41 to McGraw, and return over the same route, serving the intermediate point of Cortland. Applicant is authorized to conduct charter operations in New York, Pennsylvania and Massachusetts.

HEARING: February 25, 1957, at U. S. Court Rooms, Binghamton, N. Y., before Examiner William E. Messer.

No. MC 110441 (Sub No. 3), filed November 21, 1956, DAKOTA BUS LINES, INC., 1237 North 8th Street, Fargo, N. Dak. Applicant's representative: Alan Foss, First National Bank Bldg., Fargo, N. Dak. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers*, in the same vehicle with passengers, (1) between Fargo, N. Dak., and Oakes, N. Dak., from Fargo over U. S. Highway 81 to junction North Dakota Highway 46, thence over North Dakota Highway 46 to junction North Dakota Highway 32 west of Enderlin, N. Dak., thence over North Dakota Highway 32 to junction North Dakota Highway 27 at Lisbon, N. Dak., thence over North Dakota Highway 27 to junction North Dakota Highway 1, thence over North Dakota Highway 1 to Oakes, and return over the same route, serving all intermediate points; and (2) between Verona, N. Dak., and La Moure, N. Dak., from Verona over North Dakota Highway 13 to La Moure, and return over the same route, serving all intermediate points. Applicant states it desires the regular route authority between Fargo, N. Dak., and Edgeley, N. Dak., in its Certificate in No. MC 110441 (Sub No. 1) changed to read as above set forth. Thus, applicant states, it is seeking to extend its authority in some instances and revoke a portion of its present authority in other. The first regular route in the Certificate in No. MC 110441 (Sub No. 1) authorizes as follows: Between Fargo, N. Dak., and Edgeley, N. Dak., serving all intermediate points: From Fargo over U. S. Highway 10 to junction unnumbered highway (near Mapleton, N. Dak.), thence over unnumbered highway to junction North Dakota Highway 46, thence over North Dakota Highway 46 to junction North Dakota Highway 32, thence over North Dakota Highway 32 to Lisbon, N. Dak., thence over North Dakota Highway 27 to junction North Dakota Highway 1, thence over North Dakota Highway 1 to junction North Dakota Highway 13, and thence over North Dakota Highway 13 to Edgeley, and return over the same route. Applicant is authorized to conduct regular route operations in North Dakota and South Dakota, and irregular route operations in Minnesota, North Dakota and South Dakota.

HEARING: February 21, 1957, at the U. S. Court Rooms, Fargo, N. Dak., before Joint Board No. 300.

No. MC 116332, filed December 3, 1956, PAUL BRENN, doing business as HEIGH-HO-LODGE, R. F. D. #1, Box 298, Cresco, Pa. For authority to operate as a common carrier, over irregular routes, transporting: *Passengers and their baggage*, in special seasonal operations, between November 1 and April 1, inclusive of each year, limited to the transportation of not more than eight (8) passengers, between points in Paradise Township, Pa., and points in Florida.

NOTE: Applicant states that the trips are designed to accommodate sick people who must maintain special salt-sugar-fat-free, diabetic or ulcer diets; also people with heart and kidney ailments where frequent comfort stops are needed. Stops will be made enroute to allow for eating, sleeping and any other details to maintain comfort for the passengers, who at all times must keep on a special diet and have proper rest. Stops are anticipated at points of interest wherever possible and needed to break up the monotony of the trips, which will be slower than ordinary.

HEARING: February 26, 1957, at the Penn Sherwood Hotel, 3900 Chestnut St., Philadelphia, Pa., before Examiner William E. Messer.

No. MC 116333 (Sub No. 1), filed December 19, 1956, CHARLES H. MORSE, doing business as MORSE'S BUS SERVICE, 52 Merrill Street, Plymouth, N. H. Applicant's representative: William F. Batchelder, Sixty-six Main St., Plymouth, N. H. For authority to operate as a common carrier, over irregular routes, transporting: *Passengers and baggage*, in the same vehicle with passengers, and in separate vehicles, between Plymouth, N. H., and points in Maine, Massachusetts, Rhode Island, Connecticut, Vermont, New York, Pennsylvania, New Jersey, Delaware, Maryland, and the District of Columbia, with the right to discharge and pick up passengers at White River Junction, Vermont.

HEARING: February 18, 1957, at the New Hampshire Public Service Commission, Concord, N. H., before Examiner William E. Messer.

APPLICATION FOR BROKERAGE LICENSE

No. MC 12652, filed November 19, 1956, ALBERT BERNARD BIBBO, doing business as SHIPPER'S CONSOLIDATING COMPANY, 83 Faxon Street, Newton 58, Mass. For a license as a broker (BMC 4) in arranging for the transportation at Newton, Mass., of: *General commodities*, except Class A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, in less truckload and truckload service, between all points in the United States.

NOTE: Applicant states he proposes to act as shipping agent for two or more companies, consolidating their less truckload shipments and using a local carrier authorized by the Interstate Commerce Commission, to make pick-ups from these companies; that an agent will make one bill of lading covering the shipments which will result in considerable savings to the shippers; and that he will charge 15% on the savings effected.

HEARING: February 15, 1957, at the New Post Office & Court House Bldg., Boston, Mass., before Joint Board No. 231.

APPLICATIONS IN WHICH HANDLING WITHOUT ORAL HEARING IS REQUESTED

MOTOR CARRIERS OF PROPERTY

No. MC 66562 (Sub No. 1316), filed October 30, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42nd St., New York 17, N. Y. Applicant's representative: William H. Marx, 219 East 42nd Street, New York 17, N. Y. For authority to operate as a common carrier, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service (1) between Middletown, N. Y., and Roscoe, N. Y. from Middletown, over New York Highway 17 M to junction with New York Highway 17 to junction with U. S. Highway 209, thence over U. S. Highway 209 to Ellenville, N. Y., thence returning over U. S. Highway 209 to junction with County Highway, thence over County Highway via Mountain Dale and Woodridge, N. Y. to junction with New York Highway 42, thence over New York Highway 42 to South Fallsburgh, N. Y. returning over New York Highway 42 to junction with New York Highway 52 thence over New York Highway 52 to County Highway at Lock Sheldrake, N. Y. thence over County Highway to Hurleyville, N. Y. (express office named Luzon) returning over County Highway to Lock Sheldrake, thence over New York Highway 52 to New York Highway 17, thence over New York Highway 17 to Roscoe, N. Y., returning over the same route, serving the intermediate points of Ellenville, Mountain Dale, Woodridge, South Fallsburgh, Luzon, Ferndale, Liberty and Livingston Manor, N. Y., and (2) between Walton, N. Y. and Delhi, N. Y., from Walton over New York Highway 10 to Delhi, and return over the same route, serving no intermediate or off-route points. Applicant is authorized to conduct operations throughout the United States.

No. MC 66562 (Sub No. 1320), filed November 13, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42nd Street, New York 17, N. Y. Applicant's representative: William H. Marx, same address as applicant. For authority to operate as a common carrier, over regular routes, transporting: *General commodities, including Class A and B explosives*, moving in express service, (1) between Speonk, N. Y., and Montauk, N. Y., over New York Highway 27, serving the intermediate points of Easthampton and Southampton, N. Y.; and (2) between Speonk, N. Y., and Greenport, N. Y., from Speonk over New York Highway 27 to junction of Old Riverhead Road, thence over Old Riverhead Road to junction New York Highway 113, thence over New York Highway 113 to junction New York Highway 25, and thence over New York Highway 25 to Greenport, and return over the same route, serving the intermediate point of Riverhead, N. Y. **RESTRICTION:** Applied for service to be limited to that which is auxiliary to, or supplemental of,

railway express service, and shipments to be transported by applicant to be limited to those moving on a through bill of lading or express receipt, covering, in addition to a motor-carrier movement by said applicant, an immediately prior or immediately subsequent movement by rail. Applicant is authorized to conduct operations throughout the United States.

No. MC 66562 (Sub No. 1325), filed November 29, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42nd Street, New York 17, N. Y. Applicant's representative: William H. Marx, Law Dept., Railway Express Agency, Incorporated (same address as applicant). For authority to operate as a common carrier, over a regular route, transporting: *General commodities, including Class A and B explosives*, moving in express service, between Denver, Colo., and the site of the Glenn L. Martin Company plant (near Kassler, Colo.); from Denver over U. S. Highway 85 to junction Colorado Highway 75, and thence over Colorado Highway 75 to the site of the Glenn L. Martin Company plant (near Kassler, Colo.), and return over the same route, serving no intermediate points. **RESTRICTIONS:** The service to be performed by said carrier shall be limited to service which is auxiliary to or supplemental of express service. Shipments transported by said carrier shall be limited to those moving on a through bill of lading, or express receipt, covering in addition to a movement by said carrier, an immediately prior or immediately subsequent movement by rail or air. Such further specific conditions as the Commission, in the future, may find it necessary to impose in order to restrict said carrier's operations to service which is auxiliary to, or supplemental of, express service. Applicant is authorized to conduct operations throughout the United States.

NOTE: Applicant states interchange with rail and air express service will be made at Denver, Colo.

No. MC 66562 (Sub No. 1328), filed December 12, 1956, RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42nd Street, New York, N. Y. Applicant's representative: James E. Thomas, Alston, Sibley, Miller, Spann & Shackelford, 1220 The Citizens and Southern National Bank Bldg., Atlanta 3, Ga. For authority to operate as a common carrier, transporting: *General commodities, including Class A and B explosives*, moving in express service, serving Livingston, Tenn., as an off-route point in connection with applicant's authorized regular route operations between Nashville and Crossville, Tenn., over U. S. Highway 70-N. **RESTRICTION:** The service authorized herein is subject to the following conditions: The service to be performed by applicant shall be limited to that which is auxiliary to, or supplemental of, express service. Shipments transported by applicant shall be limited to those moving on a through bill of lading or express receipt covering, in addition to a motor carrier movement by applicant, an immediately prior or immediately subsequent movement by air or rail. Such further specified conditions as the Commission in the future

may find it necessary to impose in order to restrict applicant's operation to service which is auxiliary to, or supplemental of, express service. That the authority granted herein, to the extent it authorizes the transportation of explosives, shall be limited in time to a period expiring five years after April 9, 1956. Applicant is authorized to conduct operations throughout the United States.

NOTE: The above service is requested in connection with operations authorized in No. MC 66562 (Sub No. 1249).

No. MC 109994 (Sub. No. 13), filed December 5, 1956, OREN M. SIZER, doing business as SIZER GRAIN SERVICE, 407 Fourth Avenue, S. E., Rochester, Minn. Applicant's representative: Claude J. Jasper, One West Main St., Madison 3, Wis. For authority to operate as a *common carrier*, over irregular routes, transporting: *Frozen packing-house by-products and frozen poultry by-products* not for human consumption and for animal consumption only, from Omaha, Nebr., Sioux City, Waterloo, Council Bluffs, Des Moines, Cedar Rapids, Atlantic, Estherville, and Fort Dodge, Iowa, St. Joseph, Kansas City, and Anderson, Mo., Denver, Colo., and South St. Paul, St. Paul, St. James, Austin, and Albert Lea, Minn., to points in South Dakota, Minnesota, Wisconsin, the Upper Peninsula of Michigan, and Illinois, and *empty containers or other such incidental facilities* (not specified) used in transporting the commodities specified in this application from the above-designated destination points to the above-specified origin points.

APPLICATIONS UNDER SECTIONS 5 AND 210a (b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers under section 5 (2) and 210a (b) of the Interstate Commerce Act and certain other procedural matters with respect thereto. (FEDERAL REGISTER, Volume 21, page 7339, § 1.240, September 26, 1956.)

MOTOR CARRIERS OF PROPERTY

No. MC-F 6464, published in the December 12, 1956, issue of the FEDERAL REGISTER on page 9926. Application filed December 31, 1956, for temporary authority under section 210a (b).

No. MC-F 6472. Authority sought for purchase by MIDLAND TRUCK LINES, INC., 806 South Broadway, St. Louis, Mo., of the operating rights and property of LEWTON TRUCK LINE, INC., 905 South Second Street, St. Louis, Mo., and for acquisition by W. F. BOGGEMAN, JR., 4728 Nelson Drive, Northwoods, Mo., W. F. BOGGEMAN, SR., and M. S. BOGGEMAN, both of 1516 North 44th Street, East St. Louis, Ill., of control of such rights and property through the purchase. Applicants' representative: A. A. Marshall, 305 Buder Bldg., St. Louis 1, Mo. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over regular routes between St. Louis, Mo., and Mexico, Mo., and between Kingdon City, Mo., and

Boonville, Mo., serving all intermediate points and the off-route point of Fulton, Mo.; *fresh meat, cured meat, smoked meat, lard, oleo, and eggs*, between St. Louis Mo., and National Stock Yards, Ill., serving all intermediate points; *general commodities*, with certain exceptions including household goods and commodities in bulk, over irregular routes between points in the ST. LOUIS, MO.-EAST ST. LOUIS, ILL., COMMERCIAL ZONE, as defined by the Commission. Vendee is authorized to operate as a *common carrier* in Missouri, Indiana and Illinois. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6476. Authority sought for purchase by CASSENS TRANSPORT COMPANY, Post Office Box 473, Edwardsville, Ill., of the operating rights of GRAY TRANSPORT, INC., 11401 Mound Road, Detroit 12, Mich., and for acquisition by GEORGE CASSENS, of Hamel, Ill., and ALBERT CASSENS, also of Edwardsville, of control of such rights through the purchase. Applicants' representative: Robert N. Burchmore, 2106 Field Bldg., Chicago 3, Ill. Operating rights sought to be transferred: *New automobiles, new trucks, and new chassis*, restricted to initial movements, in driveaway service, as a *common carrier* over irregular routes, from places of manufacture and assembly in Wayne County, Mich., and those in Warren Township, Macomb County, Mich., to points in Iowa and Nebraska; *automobiles, trucks, and chassis*, new, used, unfinished, and/or wrecked, restricted to subsequent or secondary movements, in driveaway service, between all points named or described above; *new automobiles and new trucks*, restricted to initial movements, in truckaway service, from places of manufacture and assembly in Wayne County, Mich., and those in Warren Township, Macomb County, Mich., to Clinton and Fairfield, Iowa, and points in that part of Iowa on and west of U. S. Highway 63, and from Detroit, Mich., and places of manufacture and assembly in Warren Township, Macomb County, Mich., to Sigourney, Iowa; *new and used automobiles and new and used trucks*, restricted to secondary movements, in truckaway service, from Clinton and Fairfield, Iowa, and points in that part of Iowa on and west of U. S. Highway 63, to points in Wayne County, Mich.; *new automobiles, new trucks, new bodies, and new chassis*, restricted to initial movements, in truckaway service, from places of manufacture and assembly in Detroit, Mich., and those in Warren Township, Macomb County, Mich., to Omaha, Nebr., and points in that part of Iowa north of U. S. Highway 6 and south of U. S. Highway 20, including points on the indicated portions of the highways specified; *new automobiles, new automobile bodies and chassis, and automobile show equipment and paraphernalia*, restricted to initial movements, in driveaway or truckaway service, and *farm and garden tractors and parts thereof*, from Willow Run, Washtenaw County, Mich., to Omaha, Nebr., and certain points in Iowa; *new automobiles, automobile bodies, automobile chassis, and automobile parts and accessories* moving in con-

nection therewith, restricted to initial movements, in driveaway service, from Willow Run, Washtenaw County, Mich., to points in Iowa and Nebraska. Vendee is authorized to operate as a *common carrier* in Michigan, Illinois, Missouri, Indiana, Ohio, Iowa, Louisiana, and Kentucky. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6477. Authority sought for control and merger by INTERNATIONAL TRANSPORT, INC., 2303 Third Avenue North, Fargo, N. Dak., of the operating rights and property of THOMAS C. DYER, INC., East 4031 Trent Avenue, Spokane, Wash., and for acquisition by JOHN E. LANDBLOM and ROBERT E. THEEL, both of Fargo, of control of such rights and property through the transaction. Applicants' representative: Franklin J. Van Osdel, 506 First National Bank Bldg., Fargo, N. Dak. Operating rights sought to be controlled and merged: *Such commodities as contractors' equipment, heavy and bulky articles, machinery and machine parts articles requiring specialized handling or rigging, and machinery, materials, supplies, and equipment used or useful in road construction, mining, logging, and sawmill operations*, as a *common carrier* over irregular routes, between Spokane, Wash., on the one hand, and, on the other, points in Washington and Idaho, those in Oregon east of the Cascade Mountains, and certain points in Montana; *tractors, agricultural, mining, logging, roadbuilding, and construction machinery, machinery, mine machinery and equipment, mine ores, including concentrates, wooden skids, heavy timbers, wood piling, lumber, wood construction poles, granite, silicon carbide, steel shot, and polishing stucco*, from, to or between points and areas, varying with the commodity transported, in Oregon, Washington, Idaho, California, South Dakota, Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, New York, Ohio, Oklahoma, Pennsylvania, Wisconsin and North Dakota; *machinery, equipment, materials, and supplies used in or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, machinery, equipment, materials, and supplies used in or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, except the stringing or picking up of pipe in connection with main or trunk pipelines, and machinery and machine parts not included above*, between points in Montana, on the one hand, and, on the other, points in Minnesota on and west of U. S. Highway 71. INTERNATIONAL TRANSPORT, INC., is authorized to operate as a *common carrier* in Wisconsin, Illinois, Iowa, Minnesota, Idaho, Washington, Wyoming, Oregon, California, Nevada, Utah, Arizona, New Mexico, Montana, Colorado, North Dakota, South Dakota, and Nebraska. Application has not been filed

for temporary authority under section 210a (b).

No. MC-F 6478. Authority sought for purchase by WESTERN EXPRESS, 2300 Ninth Avenue North, Great Falls, Mont., of the operating rights of UNION TRUCK LINES, INC., Salmon, Idaho, and for acquisition by JOHN S. RICE, also of Great Falls, of control of such rights through the purchase. Applicants' representative: Randall Swanberg, 529 Ford Bldg., Great Falls, Mont. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and excluding commodities in bulk, as a *common carrier* over regular routes between Armstead, Mont., and Salmon, Idaho, serving all intermediate and certain off-route points; *general commodities*, with certain exceptions including household goods and commodities in bulk, between Salmon, Idaho, and Armstead, Mont., and Butte, Mont., serving certain intermediate points; *lime, cement, plaster, plaster board, flour, and feed*, between Butte, Mont., and Bozeman, Mont., serving the intermediate and off-route points of Trident and Three Forks, Mont.; *livestock and wool*, from Salmon, Idaho, to Salt Lake City, Utah, serving certain intermediate and off-route points; *salt, brick and tile*, from Salt Lake City, Utah, to Salmon, Idaho, serving the intermediate and off-route points of Ogden and Saltair, Utah; *coal*, in truckloads, from Mackay, Idaho, to Gibbonsville and Gilmore, Idaho, serving all intermediate and certain off-route points; *coal*, in truckloads, minimum 12,000 pounds, over regular and irregular routes, from Mines in Carbon County, Utah, to Salmon, Idaho, serving certain intermediate and off-route points; *ore*, over irregular routes, from mines within 35 miles of Salmon, Idaho, to Butte, Mont.; *ore and concentrates*, from mines within 35 miles of Salmon, Idaho, to Anaconda, Mont.; *mining machinery, mining equipment, and fuel oil*, in containers, from Butte, Mont., to mines within 35 miles of Salmon, Idaho; *fuel oil*, in containers, from Missoula, Mont., to mines within 35 miles of Salmon, Idaho; *livestock, agricultural products, and wool*, in truckloads, from Salmon, Idaho, and points within 50 miles of Salmon, to Darby, Mont. Vendee is authorized to operate as a *common carrier* in Montana. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6479. Authority sought for purchase by BALLARD STORAGE & TRANSFER CO., 16 East 4th Street, St. Paul 1, Minn., of a portion of the operating rights of SKELETT VAN AND STORAGE COMPANY, 251 Portland Avenue, Minneapolis 15, Minn., and for acquisition by OLIVER T. SKELETT, also of St. Paul, of control of such rights through the purchase. Applicants' representative: James K. Knudson, 1821 Jefferson Place, N. W., Washington, D. C. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, as a *common carrier* over irregular routes, between points in Delaware, Kansas, Massachusetts, North Carolina, Oklahoma and Rhode Island. Vendee is authorized to operate as a

common carrier in Kentucky, Iowa, Colorado, Connecticut, Illinois, Indiana, Maryland, Michigan, Minnesota, Missouri, Montana, New Jersey, New York, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota, Tennessee, Virginia, West Virginia, Wisconsin, California, Oregon, Washington, Idaho, Wyoming, Utah, Nevada and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6480. Authority sought for purchase by F. B. RICH & SONS, INC., 1350 Washington Street, Weymouth, Mass., of the operating rights and property of GEORGE FREEMAN RICH, doing business as F. B. RICH & SONS, 1350 Washington Street, Weymouth, Mass., and for acquisition by GEORGE FREEMAN RICH and GEORGE F. RICH, JR., both of Weymouth, of control of such rights and property through the purchase. Applicants' representative: Richard H. Lovell, 53 State Street, Boston 9, Mass. Operating rights sought to be transferred: *Household goods*, as defined by the Commission, *office furniture and equipment*, and store fixtures, as a *common carrier* over irregular routes, between Quincy, Mass., and points within 25 miles of Quincy, on the one hand, and, on the other, points in Maine, New Hampshire, Rhode Island, Connecticut, New York and New Jersey. Vendee holds no authority from this Commission, but is affiliated with UNITED VAN LINES, INC., which operates as a *common carrier* in all States in the United States and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6481. Authority sought for control and merger by DELTA MOTOR LINE, INC., Highway 80 West, Jackson, Miss., of the operating rights and property of KIMBEL LINES, INC., 3 South Park Avenue, Cape Girardeau, Mo., and for acquisition by JOHN L. KERR and G. O. KERR, JR., both of Jackson, of control of such rights and property through the transaction. Applicants' representative: Phineas Stevens, P. O. Box 141, Jackson, Miss. Operating rights sought to be controlled and merged: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a *common carrier* over regular routes, between Memphis, Tenn., and Blytheville, Ark., between St. Louis, Mo., and Little Rock, Ark., between St. Louis, Mo., and Cape Girardeau, Mo., between St. Louis, Mo., and Chicago, Ill., and between Chicago, Ill., and Cape Girardeau, Mo., serving certain intermediate and off-route points; three alternate routes for operating convenience only; *wood products and lumber*, over irregular routes, from Memphis, Tenn., Morehouse, Mo., and Little Rock and Wheatley, Ark., to points in Illinois; *rice and rice products*, from Stuttgart, Carlisle, Little Rock, Lonoke, and DeWitt, Ark., and Memphis, Tenn., to points in Illinois. DELTA MOTOR LINE, INC., is authorized to operate as a *common carrier* in Mississippi, Louisiana and Tennessee. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6482. Authority sought for purchase by KAIN'S MOTOR SERVICE

CORP., West End of Bates Street, Logansport, Ind., of the operating rights of VIRGIL B. STURTSMAN and LEWIS A. STURTSMAN, doing business as ELWOOD TRANSFER, 944 North 13th Street, Elwood, Ind., and for acquisition by DAVID M. COOK, 3829 Washington Blvd., Indianapolis, Ind., of control of such rights through the purchase. Applicants' representative: Ferdinand Born, 706-708 Chamber of Commerce Bldg., Indianapolis 4, Ind. Operating rights sought to be transferred: Operations under the Second Proviso of Section 206 (a) (1) in the transportation of *commodities generally*, as a *common carrier*, over irregular routes between Elwood, Ind., and all points and places within a fifteen-mile radius of Elwood, Ind. Vendee is authorized to operate as a *common carrier* in Indiana and Illinois. Application has not been filed for temporary authority under section 210a (b).

NOTE: MC 67111 Sub 7, filed December 26, 1956, is a matter directly related.

No. MC-F 6483. Authority sought for purchase by MILLER BROTHERS TRUCK LINE, INC., 901 N. E. 28th Street, Fort Worth, Texas, of the operating rights and property of J. TOM MILLER, WALTER E. MILLER and EDGAR L. MILLER, doing business as MILLER BROTHERS TRUCK LINE, 901 N. E. 28th Street, Fort Worth, Texas, and for acquisition by WALTER E. MILLER, J. TOM MILLER and EDGAR L. MILLER, all of Fort Worth, of control of such rights and property through the purchase. Applicants' representative: M. Ward Bailey, 807 Continental Life Bldg., Fort Worth 2, Texas. Operating rights sought to be transferred: *Machinery, materials, supplies, and equipment* incidental to, or used in, the construction, development, operation, and maintenance of facilities for the discovery, development, and production of natural gas and petroleum, as a *common carrier* over irregular routes, between points in Texas, and between points in Red River County, Tex., on the one hand, and, on the other, points in Oklahoma. Vendee holds no authority from this Commission, but is affiliated with (1) J. TOM MILLER, doing business as MILLER TRUCK LINE, which operates as a *contract carrier* in Texas, Oklahoma, Arkansas, Louisiana, Mississippi, and New Mexico and (2) TEXAS-LOUISIANA EXPRESS, INC., which operates as a *contract carrier* in Texas, Louisiana, Mississippi, Arkansas, Alabama, Tennessee and Florida. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6484. Authority sought for control and merger by YELLOW TRANSIT FREIGHT LINES, INC., 1626 Walnut Street, Kansas City 8, Mo., of the operating rights and property of MICHIGAN MOTOR FREIGHT LINES, INC., 4800 Oakman Blvd., Dearborn, Mich., and for acquisition by GEORGE E. POWELL and GEORGE E. POWELL, JR., both of Kansas City, and HUGH W. COBURN, 2519 West 64th Street, Overland Park, Kansas, of control of such rights and property through the transaction. Applicants' representatives: Homer E. Carpenter, 1111 E Street, N. W., Washington 4, D. C., and

Kenneth E. Midgley, 906 Commerce Bldg., Kansas City 6, Mo. Operating rights sought to be controlled and merged: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes including routes between specified points in Michigan, between specified points in Ohio, between specified points in Indiana, between Port Huron and Lansing, Mich., and Cincinnati, Ohio, between Detroit, Mich., and Chicago, Ill., between Indianapolis, Ind., and Columbus, Ohio, between Mottville, Mich., and Elkhart, Ind., between Chicago, Ill., and Cincinnati, Ohio, and between Joliet, Ill., and Fort Wayne, Ind., serving certain intermediate and off-route points; numerous alternate routes for operating convenience only. **YELLOW TRANSIT FREIGHT LINES, INC.**, is authorized to operate as a common carrier in Illinois, Kansas, Oklahoma, Missouri, Texas, Indiana, Kentucky, Michigan and Ohio. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6485. Authority sought for purchase by **NORTHERN PACIFIC TRANSPORT COMPANY**, 176 East 5th Street, St. Paul, Minn., of the operating rights of **HUMPHRIES TRANSPORT, INCORPORATED**, 3020 Smith Street, Everett, Wash., and for acquisition by **THE NORTHERN PACIFIC RAILWAY COMPANY**, also of St. Paul, of control of such rights through the purchase. Applicants' representative: C. R. Opsahl, General Manager, Northern Pacific Transport Company, 176 East 5th Street, St. Paul, Minn. Operating rights sought to be transferred: *General commodities*, with certain exceptions including household goods and commodities in bulk, as a common carrier over regular routes between Everett, Wash., and Seattle, Wash., serving the intermediate point of Inter-city, Wash., and the off-route points of Pinehurst and Beverly Park, Wash.; *machinery*, in truckload lots, from Seattle, Wash., to Everett, Wash., serving no intermediate points; *lumber, plywood, doors, and sash*, in truckload lots, from Everett, Wash., to Tacoma, Wash., serving the intermediate point of Seattle, Wash., restricted to delivery only; *glue and caustic soda*, in truckload lots, from Tacoma, Wash., to Everett, Wash., serving the intermediate point of Seattle, Wash., restricted to pick-up only. Vendee is authorized to operate as a common carrier in Washington, Montana, North Dakota, Wyoming and Idaho. Application has been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-140; Filed, Jan. 8, 1957;
8:49 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF JANUARY 4, 1957.

Protests to the granting of an application must be prepared in accordance

with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 33130: Sodium silico fluoride—Mulberry, Fla., to Chalmette, La. Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on sodium silico fluoride, carloads from Mulberry, Fla., to Chalmette, La.

Grounds for relief: Barge-truck competition and circuitous routes.

Tariff: Supplement 183 to Agent Spaninger's tariff I. C. C. 1295.

FSA No. 33131: Lumber rates from, to, or via Perkins, Ark. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on lumber, carloads between Perkins, Ark., on the one hand, and interstate points on the other; also between interstate points over routes by way of Perkins, Ark.

Grounds for relief: Rail carrier competition, circuitry, grouping, and opening of a new rail station and routes via this station.

FSA No. 33132: Petroleum and products from Valley Center, Kans. Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on petroleum and petroleum products, carloads from Valley Center, Kans., to destinations in Illinois, Official, southern, southwestern and western trunk-line territories.

Grounds for relief: Market competition and circuitous routes.

Tariff: Supplement 104 to Agent Kratzmeir's I. C. C. 4086 and six other issues.

FSA No. 33133: Anhydrous ammonia—Vicksburg, Miss., to Mobile, Ala. Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on anhydrous ammonia, tank-car loads from Vicksburg, Miss., to Mobile, Ala.

Grounds for relief: Circuitous routes.

Tariff: Supplement 29 to Agent Spaninger's I. C. C. 1526.

FSA No. 33134: Grain and products—Illinois and Indiana to Eastern Ports. Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on grain and grain products, carloads from specified points in Illinois and Indiana to Albany and New York, N. Y., Baltimore, Md., Philadelphia, Pa., and other eastern ports for export.

Grounds for relief: Circuitous routes.

Tariff: Supplement 87 to Agent Hirsch's tariff I. C. C. 4403.

FSA No. 33135: Slag—Ohio points to Parkersburg, W. Va. Filed by O. E. Schultz, Agent, for interested rail carriers. Rates on slag, crushed or ground, carloads from Middletown and Hamilton, Ohio to Parkersburg, W. Va.

Grounds for relief: Circuitous routes.

Tariff: Supplement 19 to Baltimore and Ohio Railroad Company's tariff I. C. C. 24316.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-138; Filed, Jan. 8, 1957;
8:48 a. m.]

DEPARTMENT OF LABOR

Office of the Secretary

[General Order 28 (Revised)]

ADMINISTRATION OF VETERANS' REEMPLOYMENT RIGHTS

MISCELLANEOUS AMENDMENTS

By virtue of and pursuant to the authority vested in me by the act of March 4, 1913 (5 U. S. C. 611), R. S. 161 (5 U. S. C. 22) and Reorganization Plan No. 6 of 1950 (15 F. R. 3174, 64 Stat. 1263), and in order to discharge the functions and responsibilities prescribed by section 9 (h) of the Universal Military Training and Service Act of 1951, as amended, section 8 (g) of the Selective Training and Service Act of 1940, as amended, section 5 (a) of the act of March 31, 1947 (Pub. Law 26, 80th Congress), and section 262 (f) of the Armed Forces Reserve Act of 1952, as amended; *It is hereby ordered:*

1. The Bureau of Veterans' Reemployment Rights shall be administered by a Director appointed by the Secretary of Labor. Pursuant to General Order No. 78, he will be responsible to the Under Secretary through the Assistant Secretary of Labor for Employment and Manpower and will have responsibility for the operation of the programs assigned to the Bureau.

(a) The Director shall, through the office of the Bureau in Washington, D. C., and its regional and area offices, provide services to ex-servicemen, persons performing training duty, persons rejected by the Armed Forces, employers, labor organizations, and others affected by the reemployment statutes. To provide coverage in areas where there are no offices of the Bureau, and to promote voluntary compliance with the statutes, he shall utilize to the greatest extent possible the services of volunteer reemployment rights committees at State levels, volunteer reemployment rights advisers at local levels, the facilities of cooperating State agencies, and the facilities of cooperating employer, labor and veterans' organizations.

(b) The Director shall maintain liaison with appropriate offices of the Selective Service System, the Veterans' Administration, State Employment Security Agencies, and the Department of Defense for the dissemination of information and referral of ex-servicemen and others seeking information on reemployment rights or assistance through the facilities of those agencies. The Director shall also arrange with appropriate offices in the Department of Defense for contact with and orientation of persons separated from military service and persons transferred to the Ready Reserve at separation and transfer points.

(c) The Director shall be responsible for developing and administering a reemployment rights program for disaster and defense workers in accordance with appropriate delegations to the Department of Labor from the Office of Defense Mobilization and the Federal Civil Defense Administration and pursuant to General Order No. 40.

2. The Director of the Bureau of Employment Security shall promote and encourage the cooperation of State Employment Security Agencies in the utilization of local employment offices as points of contact for general information and referral of ex-servicemen and others in connection with reemployment rights.

3. The Solicitor of Labor shall be responsible for furnishing the Bureau of Veterans' Reemployment Rights with legal interpretations concerning reemployment rights and for providing legal advice and services required by the Bureau.

4. The Administrative Assistant Secretary, the Director of the Office of Personnel Administration, and the Director of the Office of Information shall be responsible for furnishing budget, personnel, and information services as appropriate.

5. This order supersedes all prior orders or regulations inconsistent herewith.

JAMES P. MITCHELL,
Secretary of Labor.

DECEMBER 21, 1956.

[F. R. Doc. 57-129; Filed, Jan. 8, 1957;
8:46 a. m.]

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201 et seq.), and Part 522 of the regulations issued thereunder (29 CFR Part 522), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods for certificates issued under general learner regulations (§§ 522.1 to 522.12) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in these regulations. Special certificates authorizing the employment of student-workers as learners in school-operated industries, as provided in Part 527 (29 CFR Part 527), have been issued to the educational institutions listed hereinbelow; the effective and expiration dates, occupations, wage rates, number or proportion of learners and learning periods are indicated.

Apparel Industry Learner Regulations (29 CFR 522.20 to 522.24, as amended March 1, 1956, 21 F. R. 1349).

The following learner certificates were issued authorizing the employment of not more than 10 percent of the total number of factory production workers as learners for normal labor turnover purposes.

Branson Garment Co., Branson, Mo.; effective 12-21-56 to 12-20-57. (Semi-dress trousers).

Centralia Garment Co., Centralia, Ill.; effective 12-21-56 to 12-20-57. (Junior and women's dresses).

Forest City Mfg. Co., Collinsville, Ill.; effective 12-20-56 to 12-19-57. (Junior and women's dresses).

Forest City Mfg. Co., Du Quoin, Ill.; effective 12-18-56 to 12-17-57. (Junior and misses' dresses).

Honea Path Shirt Co., Inc., Simpsonville Branch, Simpsonville, S. C.; effective 12-24-56 to 12-23-57. (Men's sport shirts).

F. Jacobson & Sons, Inc., Smith and Cornell Sts., Kingston, N. Y.; effective 12-31-56 to 12-30-57. (Men's shirts).

F. Jacobson & Sons, Inc., 219 Vine St., Salisbury, Md.; effective 12-31-56 to 12-30-57. (Men's shirts).

Mauston Mfg. Co., Mauston, Wis.; effective 12-21-56 to 12-20-57. (Ladies' and children's cotton dresses).

Southern Garment Mfg. Co., Inc., Culpeper, Va.; effective 12-28-56 to 12-27-57. (Work trousers).

Standard Garments, Inc., 123 Fayette Street, 118 Elizabeth Street, 34 High Street, Martinsville, Va.; effective 12-21-56 to 12-20-57 (junior and women's dresses).

W. E. Stephens Manufacturing Co., Inc., Pulaski, Tenn.; effective 1-2-57 to 1-1-58 (men's and boys' work pants).

W. E. Stephens Manufacturing Co., Inc., Watertown, Tenn.; effective 12-19-56 to 12-18-57 (men's and boys' work shirts).

Superb Garments, Inc., Pinckneyville, Ill.; effective 12-21-56 to 12-20-57 (junior and misses' dresses).

Waverly Garment Co., Inc., Waverly, Tenn.; effective 12-27-56 to 12-26-57 (work shirts).

The following learner certificates were issued for normal labor turnover purposes and, except as otherwise indicated below, a maximum of 10 learners were authorized:

B. Bennett Co., Inc., 123 Magazine Street, New Orleans, La.; effective 12-27-56 to 12-26-57 (work pants, semidress pants, etc.).

Centralia Garment Co., Mascoutah, Ill.; effective 12-21-56 to 12-20-57 (junior and women's dresses).

Centralia Garment Co., Wayne City, Ill.; effective 12-21-56 to 12-20-57 (junior and women's dresses).

Kulpmont Manufacturing Co., Inc., Chestnut Street, Kulpmont, Pa.; effective 12-18-56 to 12-17-57 (women's bras, briefs, and girdles).

R. Lowenbaum Manufacturing Co., Red Bud, Ill.; effective 12-20-56 to 12-19-57; five learners (junior dresses).

Superb Garments, Inc., Coulterville, Ill.; effective 12-21-56 to 12-20-57 (junior and women's dresses).

Wolf Manufacturing Co., 332 North Washington Avenue, Scranton, Pa.; effective 12-21-56 to 12-20-57; five learners (children's dresses, etc.).

The following learner certificates were issued for plant expansion purposes. The number of learners authorized is indicated:

Delta Shirt Manufacturing Co., Inc., Bayard, N. Mex.; effective 12-21-56 to 6-20-57; 100 learners (boys' sport shirts).

Dublin Garment Co., Inc., Dublin, Va.; effective 12-20-56 to 6-19-57; 20 learners (women's and children's pajamas, gowns, and dusters).

Gary Co., Inc., Gallatin, Tenn.; effective 12-18-56 to 6-17-57; 20 learners (men's shirts).

Heavy Duty Manufacturing Co., Gainesboro, Tenn.; effective 12-21-56 to 6-20-57; 10 learners (sport shirts).

Hoffner of Dallas, Canton, Tex.; effective 12-20-56 to 6-19-57; 20 learners (women's and children's blouses).

Edward Hyman Co., Prentiss, Miss.; effective 12-20-56 to 6-19-57; 25 learners (work shirts, denim slacks, etc.).

Mart Manufacturing Co., Marked Tree, Ark.; effective 1-3-57 to 7-2-57; 50 learners (men's sport shirts).

Walhalla Garment Co., Inc., Walhalla, S. C.; effective 12-20-56 to 6-19-57; 60 learners (wash dresses).

Cigar Industry Learner Regulations (29 CFR 522.80 to 522.85, as amended March 1, 1956, 21 F. R. 629).

Stella Cigar Co., Inc., 501 Clinton St., Hoboken, N. J.; effective 12-21-56 to 12-20-57; 10 learners for normal labor turnover purposes.

Glove Industry Learner Regulations (29 CFR 522.60 to 522.65, as amended March 1, 1956, 21 F. R. 581).

Boss Manufacturing Co., 107 North Boss Street, Kewanee, Ill.; effective 12-19-56 to 6-18-57; 30 learners for plant expansion purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.40 to 522.43, as amended March 1, 1956, 21 F. R. 629).

Batesville Co., Batesville, Miss.; effective 12-28-56 to 6-27-57; 50 learners for plant expansion purposes (seamless).

Fallon Hosiery Mills, Hickory, N. C.; effective 12-18-56 to 12-17-57; four learners for normal labor turnover purposes (seamless).

Independent Telephone Industry Learner Regulations (29 CFR 522.70 to 522.74, as amended March 1, 1956, 21 F. R. 581).

Northern Ohio Telephone Co., Bowling Green, Ohio; effective 12-18-56 to 12-17-57.

Northern Ohio Telephone Co., Genoa, Ohio; effective 12-18-56 to 12-17-57.

Northern Ohio Telephone Co., Medina, Ohio; effective 12-18-56 to 12-17-57.

Northern Ohio Telephone Co., Norwalk, Ohio; effective 12-18-56 to 12-17-57.

Northern Ohio Telephone Co., Pomeroy, Ohio; effective 12-18-56 to 12-17-57.

Northern Ohio Telephone Co., Port Clinton, Ohio; effective 12-18-56 to 12-17-57.

Knitted Wear Industry Learner Regulations (29 CFR 522.30 to 522.35, as amended March 1, 1956, 21 F. R. 581).

Beauty Maid Mills, Inc., Monroe Street Extended, Statesville, N. C.; effective 12-18-56 to 12-17-57; 5 percent of factory production workers for normal labor turnover purposes (ladies' undergarments).

Lady Jane Manufacturing Co., Inc., 125 South Spruce Street, Mount Carmel, Pa.; effective 12-27-56 to 12-26-57; 5 percent of factory production workers for normal labor turnover purposes (ladies' underwear).

Laros, Inc., 311 Market Street, Kingston, Pa.; effective 12-27-56 to 12-26-57; 5 percent of factory production workers for normal labor turnover purposes (underwear and sleepwear).

Shoe Industry Learner Regulations (29 CFR 522.50 to 522.55, as amended March 1, 1956, 21 F. R. 1195).

Penn-Moc Shoe Corp., Adams Co., Fairfield, Pa.; effective 12-19-56 to 4-22-57; 10 learners for normal labor turnover purposes (replacement certificate).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.12, as amended February 28, 1955, 20 F. R. 645).

Monterey Classics, Inc., 518 Lighthouse Avenue, Monterey, Calif.; effective 12-17-56 to 6-16-57; not less than 85 cents per hour for the first 160 hours and 90 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupations of sewing machine operator, hand sewing and finishing operations involving hand sewing; authorizing the employment of 3 learners for normal labor turnover purposes (men's neckties).

Quaker Coat Front Co., 1238 Callowhill Street, Philadelphia, Pa.; effective 12-24-56 to 6-23-57; not less than 85 cents per hour for the first 280 hours and 90 cents per hour for the remaining 200 hours of the 480-hour learning period, for the occupation of zig zag power sewing machine operator; authorizing the employment of 3 learners for normal labor turnover purposes (canvas coat fronts).

Zip-Well Corp., 304 West Main Street, West Frankfort, Ill.; effective 12-17-56 to 6-9-57; not less than 85 cents per hour for the first 160 hours and 90 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupations of sewing machine operator, zipper chain machine operator and zipper assembly line worker; authorizing the employment of 15 learners for expansion purposes (zippers) (supplemental certificate).

The following special learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated:

Borinquen Radio Components Corp., Coamo, P. R.; effective 11-25-56 to 12-3-56; not less than 65 cents per hour for the first 160 hours and 75 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupation of assembly of electronic equipment; authorizing the employment of 25 learners for expansion purposes (electronic equipment) (replacement certificate).

Caribe Aircraft Radio Corp., Coamo, P. R.; effective 11-25-56 to 12-3-56; not less than 65 cents per hour for the first 160 hours and 75 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupation of assembly of electronic equipment; authorizing the employment of 25 learners for expansion purposes (electronic equipment) (replacement certificate).

Caribe General Electric, Palmer, P. R.; effective 11-25-56 to 4-7-57; not less than 65 cents per hour for the first 240 hours and 75 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of press operators, molders, welders, assembly, and calibrators; not less than 65 cents per hour for a maximum of 240 hours, for the occupations of plastic finishers, platers, stamping machine operators, drill tap and rivet, and inspectors; not less than 65 cents per hour for a maximum of 160 hours for the occupations of grinding and polishing; authorizing the employment of 50 learners for expansion purposes (industrial and residential circuit breakers) (replacement certificate).

Fairfield Mfg. Co., Inc., Santurce, P. R.; effective 11-25-56 to 3-14-57; not less than 60 cents per hour for the first 240 hours and 70 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of assembler, welder, plater, racker, dipper, and power press operator; not less than 60 cents per hour for a maximum of 240 hours for the occupations of box making and packing; authorizing the em-

ployment of 156 learners for expansion purposes (drapery pleater hooks) (replacement certificate).

General Electric Instrument Corp., Corchado esq. Goyco, Caguas, P. R.; effective 11-12-56 to 5-11-57; not less than 65 cents per hour for the first 240 hours and 75 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of armature winder, spring solderer, wrap, clean and solder; not less than 65 cents per hour for the first 160 hours and 75 cents per hour for the remaining 160 hours of the 320-hour learning period, for the occupations of armature balancer, and short circuit tester; not less than 65 cents per hour for a maximum of 160 hours, for the occupations of assembler and bake pivots and assembler and stake cross arm; authorizing the employment of 9 learners for expansion purposes (electric instruments).

Gordonshire Knitting Mills, Inc., Cayey, P. R.; effective 12-3-56 to 6-2-57; not less than 46 cents per hour for the first 480 hours and 50 cents per hour for the remaining 480 hours of the 960-hour learning period for the occupations of looper, mender, and knitter; not less than 46 cents per hour for a maximum of 240 hours for the occupation of examiner; authorizing the employment of 32 learners (seamless hosiery).

International Molded Plastics of P. R., Inc., Santurce, P. R.; effective 11-25-56 to 8-13-57; not less than 60 cents per hour for a maximum of 200 hours, for the occupations of preformers, molders, snaders and buffer; not less than 60 cents per hour for a maximum of 160 hours, for the occupation of final inspector; authorizing the employment of 10 learners for normal labor turnover purposes (plastic dishes) (replacement certificate).

Island Industries, Inc., Catano-Palo Seco Road, Catano, P. R.; effective 12-15-56 to 6-14-57; not less than 55 cents per hour for the first 320 hours and 63 cents per hour for the remaining 160 hours of the 480-hour learning period, for the occupation of knitting; authorizing the employment of 30 learners for expansion purposes (seamless girdle blanks).

Magnistor Corp., Km. 38.7, Road No. 3, Luquillo, P. R.; effective 11-25-56 to 4-30-57; not less than 65 cents per hour for a maximum of 240 hours for the occupations of grinding, coil winding, mounting and final assembly; authorizing the employment of 32 learners for expansion purposes (magnistors) (replacement certificate).

Nassau Mills, Inc., Caguas, P. R.; effective 12-10-56 to 6-9-57; not less than 45 cents per hour for the first 240 hours and 50 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of sewing machine operator and final pressing; authorizing the employment of 30 learners for expansion purposes (sleeping wear).

Raymo Zipper, Inc., 657 Condado Ave., Santurce, P. R.; effective 11-25-56 to 1-10-57; not less than 60 cents per hour for a maximum of 240 hours, for the occupations of cutting and attaching; authorizing the employment of 4 learners for normal labor turnover purposes (zippers) (replacement certificate).

Rectifier Corp., Fajardo, P. L.; effective 12-3-56 to 6-2-57; not less than 65 cents per hour for the first 240 hours and 75 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of assembler, tester, and machine operator; authorizing the employment of 20 learners for expansion purposes (selenium rectifiers).

Rico Electronics, Inc., Vega Alta-Corozal Rd., Vega Alta, P. R.; effective 12-3-56 to 6-2-57; not less than 65 cents per hour for

the first 240 hours and 75 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupation of gun assembler; authorizing the employment of 10 learners for normal labor turnover purposes (electron guns for cathode ray tubes).

Standard Products Co., Inc., 461 Francia St., Hato Rey, P. R.; effective 11-25-56 to 3-23-57; not less than 65 cents per hour for the first 240 hours and 75 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of machine winding, coil processing, stacking, saw operating, testing, finishing, and press operating; authorizing the employment of 40 learners for expansion purposes (assembly of transformers) (replacement certificate).

Weller Electric Corp., Luquillo, P. R.; effective 11-25-56 to 4-14-57; not less than 68 cents per hour for the first 240 hours and 80 cents per hour for the remaining 240 hours of the 480-hour learning period, for the occupations of machine operator and assembly; authorizing the employment of 6 learners for normal labor turnover purposes (electric sanders) (replacement certificates).

Regulations Applicable to the Employment of Student-Workers (29 CFR 527.1 to 527.9, October 14, 1955, 20 F. R. 7737).

Linfield Research Institute, Linfield College, McMinnville, Oreg.; effective 12-17-56 to 8-31-57; not less than 80 cents per hour for the first 150 hours and 85 cents per hour for the remaining 150 hours of the 300-hour learning period, for the occupation of research technician; authorizing the employment of 12 student-workers.

Thunderbird Academy, Scottsboro, Ariz.; effective 12-24-56 to 8-31-57; not less than 80 cents per hour for the first 300 hours and 85 cents per hour for the remaining 300 hours of the 600-hour learning period, for the occupations of woodworking machine operator, assembler, furniture finisher helper, and related skilled and semiskilled occupations including incidental clerical work in shop; authorizing the employment of 15 student-workers (supplemental certificate).

Each learner certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn in the manner provided in regulations, Part 528, and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of Part 522.

Each student-worker certificate has been issued upon the employer's representation that the employment of the student-workers at subminimum rates is necessary to prevent curtailment of opportunities for employment.

Signed at Washington, D. C., this 31st day of December 1956.

VERL E. ROBERTS,
Authorized Representative
of the Administrator.

[F. R. Doc. 57-128; Filed, Jan. 8, 1957
8:46 a. m.]